







The Champ is here... 2012 is the most anticipated race season ever for the Royal Distributing, Fox Racing, Red Bull, KTM Factory MX Team! The thrilling addition of Colton Facciotti your reigning Canadian MX1 Champion, 3 time Canadian National Champion, 1 Montreal Supercross win, 3 years of MXDN and some forceful finishes south of the border, sets the bar for the competition once again.

Dusty Klatt 2011 CMRC National #2 will be packing his gate in the 2012 MX1 class alongside his teammate Facciotti. The 4 time Canadian National Champion also has 1 Montreal Supercross win and 3 years under his belt at the MXDN. Dusty, is an equally electrifying addition to our team.

FACCMOT

Returning to his Royal KTM MX2 ride is local Ontario prodigy Jeremy Medaglia, having 4 National moto wins and the 2011 Montreal Supercross Lites title. Be sure to look for Jer-Bear on top of the podium at every round.

Jean–Sebastien Roy holder of 5 Canadian National championships, 5 Montreal Supercross wins and 5 years Motocross des Nations, among many other accomplishments. JSR will mentor the Royal Distributing team riders as they travel towards the 2012 championships. Saying this

We at Royal Distributing wish the competition the best of Luck, because they are going to need it!

60/4/6

Hometown: Aldergrove, BC

D.O.B.: April 18, 1988

Pro Since: 2003

Career Highlights: 2011 MX1 Champion 2008/09 MX1 Champion 2007 MX1 2nd Overall

DUSTA Hometown: Port Hardy, BC

D.O.B.: Feb 8, 1985

Pro Since: 1998

Career Highlights: 2011 MX1 2nd Overall 2010 MX1 Champion



Hometown: Kemptville, ON DAGNA

D.O.B.: Mar 25, 1990

Pro Since: 2008

Perrenial contender in the MX2 class. Fresh off a Montreal Supercross win.





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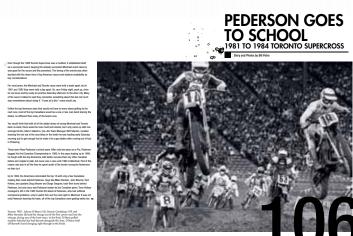
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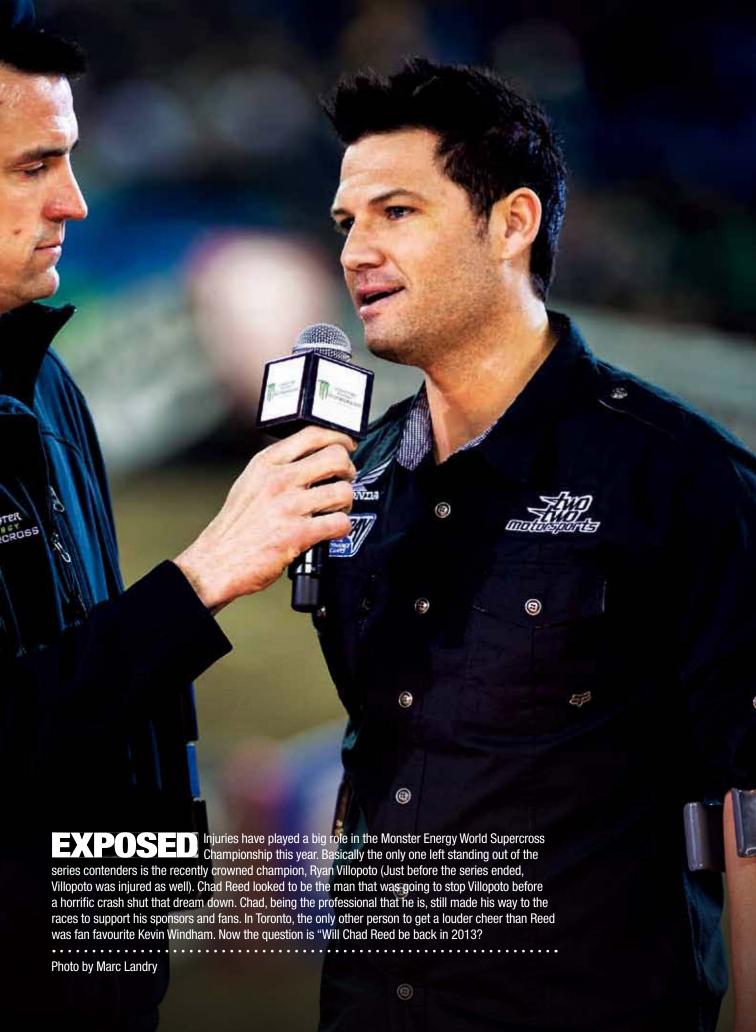
EXPOSED How many times have you seen Dusty Klatt make this sport look so easy? The kid is effortless on a bike. Now his efforts and talent have carried over to the Royal Distributing KTM Red Bull Fox team. It's hard to say right now which Dusty Klatt will show up at round one in Nanaimo on June 3rd. The one that took down JSR in 2006 or the one that looks to settle behind teammate and champion Colton Facciotti? If I was a betting man, I would say this year DK will be the best one we have yet to see. New team, new lease, proud Daddy, and hopes of a new number when the checkers wave at Walton in August; just one lower than what he has on in this pic. Photo by Carlos Aguirre

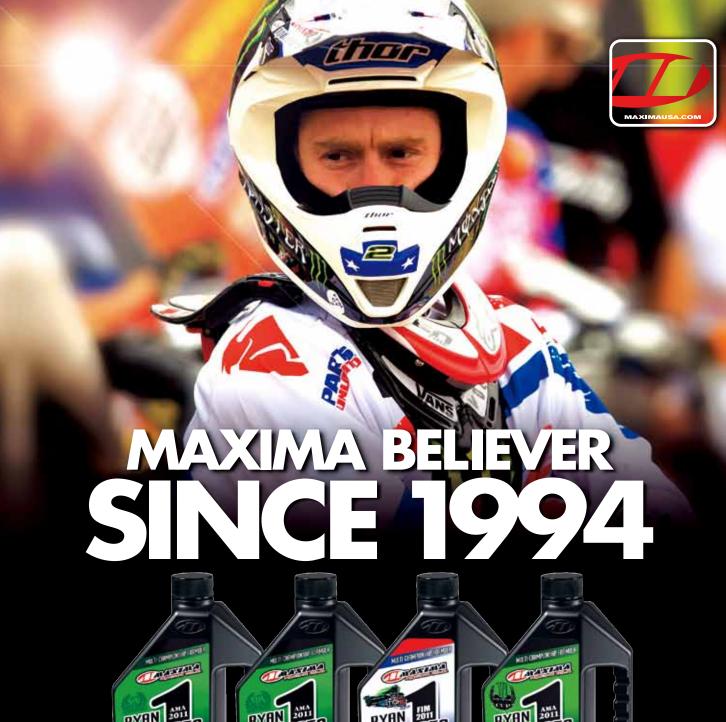














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Send us a picture of yourself at a Monster Energy Motocross National in Western Canada (either Nanaimo, Kamloops, Calgary, or Edmonton) this summer. We want to see who our readers and fans are of the best sport in Canada. It could be a pic of you at the track, or a pic of you with a rider. The key to winning is having some sort of label, person, or product in the photo to prove you were at the race. The winning photo will make it in the next issue. So get creative here folks. Let's see what kind of race fan you are for a chance to win some great prizes from MXP. Thanks for reading and let's get the cameras fired up!! Contest Ends June 30th



Volume 11 Issue 2

has the exclusive rights to the CMRC's mailing list of racing license holders. Every CMRC license holder from coast to coast receives and reads each issue of MXP. In addition to this exclusive list of readers, we are partnered with several motocross and off-road enthusiast organizations across the country including the FMSQ.

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Photos by MXP and Marc Landry

Caught on CAMERA



If we ever get a pic of MXP's and MXPFilms' head marketing guy Frankie B when he's not throwing his best punk ass look, well that will be the day we don't get a pic, I guess.



Liam Parsons getting up close with Marvin Musquin at the Sick Kids MX for Children press day.



The last name has had a tough year... unless it's in NASCAR.



Who knew Ken Roczen was a Leaf fan? I guess he's the only one.



If this wasn't at a Supercross we could doctor this photo and show Matt Goerke giving his best bowling lane stare-down before he smashes the pins: STRIKE! LOL



This doesn't look like it ends well for Cole Thompson. OUCH!!



Since all the heavy hitters got hurt this year, Ryan Villopoto has been doing a lot of this to see who will be the first loser.



OTSFF Rockstar Yamaha title contender Bobby Kiniry's hog for the summer.



Tuner to the stars and inspirational Twitter guru: DONK!!!!



Would have been better if they each had a beer in their hand and stood in the wrong order, then you would really know they're Canadian. Hahaha



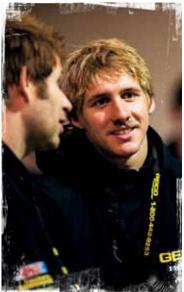
Hey fellas, didn't your mothers tell you it's not nice to stare?



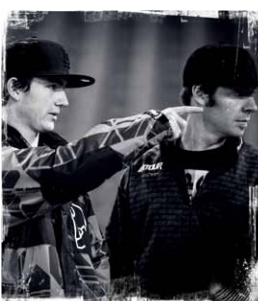
2006 CMRC MX2 East Coast Champ, Kyle Chisholm



The MAN!!



Justin Barcia rocking the dirty Sanchez creeper stash.



Right over there Justin, behind that huge, fat dude in the Plump MX hat. I know the whole section is tough to see right now, but those whoops will be tough.

Photos by Rich Shepherd, Marc Landry and Andrea Zanette

Caught on CAMERA



Big thanks to Edge Performance for lending Monster Energy rider Kris Foster a bike for the Toronto FMX demo.



I can only imagine what these two stars are up to? Quite the heavenly pair.



Josh Grant spots Zanette taking a money shot and shows her the love.



Double D, Dianna Dahlgren, is the cat's MEOW!!



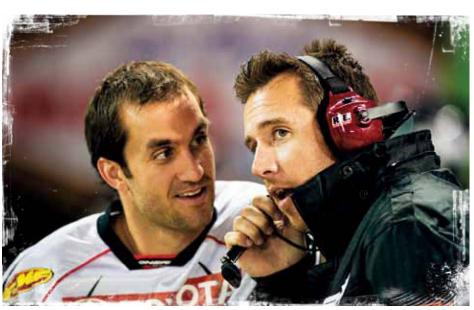
GoPro and a Monster; could be a hell of a night.



Barcia: "Sorry for hitting you dude." Roczen: "No problem, next week I will win and you will cry." True story.



This guy does not look too impressed with these chicks.



Davi Millsaps: "Hey Grant, I heard you won Team Manger of the Year already." Grant Langston: "I'll drink to that."



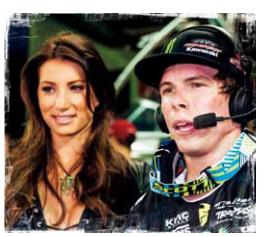
Wonder if they made it?



This place is beauty at night.



Two of the best dudes I have ever watched a race with. Cheers to Dougie and Donny!!



The beautiful Monster Energy girl Sonny showed in Toronto. Can't get enough Sonny!!!!



Ryan Clark and Mini-Me or Mini-Him?



Windham: "Dude, you think I will get lynched for not doing a transfer tonight?" Villopoto: "I got your back buds."



I bet if you look on the floor under the spot where Windham pastes this fan with champagne, you won't see a drop. That Canuck slopped that up for sure.

REALITYCHECK



Excitement in the Air

By Ryan Gauld, Photo by MXP Staff

n 1995, it was my first year racing motocross as a Pro. To say I was excited about reaching my goals as an amateur would be an understatement. All I ever wanted to do since I got a bike at 5 years-old was make it to the top of the sport and race with the best. I was fortunate to be a good enough racer/rider that I earned the points and got my ticket to the Pro class for the '95 season.

Back then, Ontario was the place to be for a Pro. That year, CMRC along with their promoters of the Provincial series introduced the \$2000 + 200% payback at each round. All the best from Ontario would be there like Chris Pomeroy, Marty Burr, Chad Fleck, Bill Wallin, Jesse Wilson, Doug Dehaan. The purse money also grabbed the attention of some Quebec riders like Carl Vaillancourt, who was the 1994 250 Champion. So on any given weekend you had half the top ten riders in Canada on the

gate at each local event. Those were also the days when you had to ride four motos a day but they were never as long as an actual national. Still, they were 15 minutes long, and with a good purse up for grabs you would see gates of 25 plus riders for pretty much every race. I was just a young kid with the dream of winning and becoming a great rider in Canada. Even then, just like now, I never really felt any desire to make my way into the US to race Supercrosses or Nationals; I wanted to race in Canada. These local races with such big names at the time were so good for developing a young racer like me who was coming through the ranks. Like I said, it was local but it had the national vibe because of the purse and the big

named riders that lined up beside me on the gate. I remember being so nervous that I would almost be sick before each moto. I always thought to myself "Am I fast enough?", "Am I going to be in the way?", "Can I really beat these guys?" It was tough at such a young age racing against guys that were older and gaining confidence. I managed to make it through the races and actually beat some of the names

mentioned above. So I was really harnessing some confidence as the nationals approached. Then on a damp day in May of 1995 at my local track, RJ Motosport Park, I was chasing Jesse Wilson, came up to a table top and smoked a stake that sent me over the bars. I landed on my wrist and broke it. To this day I can remember that pain and all the thoughts that went through my head like if I should guit, if I would recover, if this was the end, and that sort of stuff. Obviously, I was overreacting a tad but at that moment I just felt like my dream was shattered. There is nothing anybody can say to you when you're feeling good and then BAM, just like that you're in the worst pain and your wrist looks like a road sign with a windy curve. There is nothing

you can do to prepare for that. It was the first major injury I had in my career but it was also the first time I was scared of my dirt bike. Once again, I was overreacting, but that first minute of pain you wish you had never experienced is so tough on your mind.

I was able to recover from the crash and was riding six weeks later. I missed the first two rounds of the Nationals that year but managed

> to make it to St-Hubert for round three. I only had my 125 to race so I only had two motos to race that day compared to all the others that rode four. Again, I started to get the nerves going and was almost sick before moto one. Then the best start to a Pro career happened - I holeshot the first moto. I didn't lead for very long but I rode hard and finished an amazing 7th (at least I thought it was amazing). I was on cloud nine after the race and went right back to where I was before I broke my wrist: confident.

feeling good, and ready for moto two. In Moto 2 I did something very stupid. I jacked up my weak wrist and DNFd. So at my very first Pro National I went 7-DNF for 15th overall. Not the best day but not horrible either. My career went on to be pretty good; my best finish was when I won a national in 1999. I hit the podium dozens of times, and shared years of excitement going to the nationals and lining up against the best. That's how my story started as a Pro.

How will the stories start or end on June 3rd, 2012 in Nanaimo for the rookies or the vets? Now that's something to be excited for!



TIME OUT WITH DAGS



No handed head shake to cartwheel

By Tyler Medaglia, Photo by Marc Landry.

o here I am, stuck in Montreal traffic right where I deserve to be typing this on my Blackberry. I left my parents' driveway at 2:45 as if I was purposely trying to hit traffic at the worst time. Pretty dumb but bonehead moves pop up in my world quite often.

Here are a few examples:

In high school I was not allowed to try out for sports teams that I liked because I was in trouble too much, so I joined the jazz band and played bass guitar. On a music trip to Toronto we made three stops. First stop was at the mall; it went well but back on the bus afterwards this bigger girl was shooting her mouth off to me so I

grabbed her bag she had and pulled out the thongs she just bought, waved them around. That got me a seat at the front of the bus for the remainder of the trip. Second stop was at an orchestra that was full formal serious stuff. During the performance I looked over at my friend who was trying to secretly pick his nose. It made me laugh (mature, I know) and that led to me getting kicked out for the rest of the show. The last stop was at a famous art gallery. It was going great until I saw the shiny gold

railing from the third floor all the way down to the first floor. I hopped on it, side saddle, and slid down the whole thing. When I landed, my shoes made the loudest bang and the security guard threw me against the wall. That put my teacher over the top! She broke down and cried. It wasn't until then that I felt bad about the stuff I did. Needless to say, when my parents showed up to pick me up early (on the way to Auburn Hills) they got the news of what I did and were mad at me until the end of my first moto the next day.

So after that trip, it wasn't just sports

teams I couldn't be a part of but everything extracurricular too. The last fun class I had remaining was shop class because they had a metal shop where I would make rails for skateboarding, bicycle ramps, etc. That didn't last long though. I started to make ninja stars out of sheet metal with the plasma cutter that would stick into anything. Once I got ratted out for that, all the fun stuff about school ended.

Seeing as though I spend a lot of my time riding, the chances of bonehead moves on the bike are likely. One of the worst happened at Frozen Ocean in New York. It was early spring of '06 when we were at a local District 3 race, and



morning practice was extremely cold. In front of the start there was a huge left hand sweeper into a downhill straight. As I went around the sweeper, I took my left hand off the bars and reached around to put it behind the exhaust to warm it up. Keep in mind I was in 3rd gear, probably quarter throttle, on a 450, and it took about 40 feet before my front wheel hit a rock and ripped my other hand off the bars, which resulted in a no handed head shake to cartwheel. I felt like such an idiot! I got up like it was no big deal, and played it off like nothing hurt. The only problem was I couldn't see straight and I knew I had a concussion.

In honor of the NHL playoffs going on right now, here is a one of my hockey related bonehead moves. I was playing in a tournament in Kingston when I was around 12 or 13, right before I retired, and this big kid cross checked me from behind. I fell forward pretty viciously and hurt my back. I never got the chance to slash him in the back of the legs before the game ended so when we were shaking hands at the end I left my glove on, waited until captain dipshit came up, squatted down, then jumped up and punched him in the head as hard as I could, knocking him down. I ended up getting kicked out of the tournament and embarrassed the heck out of my parents. Being short and extremely competitive, I couldn't

handle getting hit during hockey once contact started, and I would use my stick to take out my anger. The last game of hockey that I played in a league, I felt like I was getting teamed up on by everyone on the ice because every shift I was getting rocked. This one kid hit me late, and as he skated off said something that really pissed me off. I chased him down, angled the blade of my stick out and two handed, axe chopped him behind the knee and skated

straight to my bench. Once I got in the bench, the coach yelled at me "What kind of two-hander was that??" After that, I told him to eff off, hopped over the bench during play, skated across the ice and left. I still play pick up hockey now when I'm home during the winter and I still get right fired up, but at least I can't embarrass my parents.

Anyways, it looks like traffic is clearing up and probably should keep my eyes on the road. Until next time, GO SENS!



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UP SHIFT



Tree? What Tree?

By Brian Koster

he Toronto Supercross has come and gone and what an epic weekend it was for nearly 45,000 fans that came out to see the awesome racing. The number of fans this year proves that Toronto and the surrounding area are without a doubt behind this event. Attendance numbers have grown steadily since the inception of the Ontario round and it now looks like it is here to stay thanks to you the fans!

New this year was the Monster Energy Friday night track walk and pit party, which was a huge hit with hard core fans and families. A freestyle show also complimented the festivities on the Friday night and was really cool. Slash played the Canadian National Anthem on the guitar Saturday night, which was amazing as was hanging out in the Monster booth all night watching the races. I spoke with him for a bit up there. It turns out he used to have a few motocross bikes when he was a kid and loves the sport. What a cool guy! Vanilla Ice was also in the house; I think we all know he was a top amateur racer way back in the day so respect to him as well!

I was impressed with the whole show. Even though there were so many top riders out with injuries, it was great to see the races go off in such fine fashion. I heard a lot of grumbling coming into Toronto about the entry list and lack of big names, but once the gate dropped the remainder of the field served up exactly what the fans pay for... excitement! I thought Justin Brayton was awesome and he kept the seemingly untouchable Villopoto honest throughout the main event. I think it's funny how you never hear anyone talk about Brayton's Arenacross roots anymore? That series just does not seem to get the respect it once did back in the days of Buddy Antunez, Josh Demuth and Darcy Lange. Arenacross is tough, and I like it when those guys make the jump to Supercross and do well.

The Lites race had an epic three rider battle for several laps and as usual was an awesome spectacle. I also thought it was really cool for Chad Reed and Dean Wilson to show up in Toronto. For Reed to endure all the travel hassles and airports, even though he was still pretty badly injured, is a testament to his love and passion for the sport.

He, in my estimation, is one rock solid, tough customer, so kudos all the way around for the fan favourite from Australia.

Dean Wilson came to Toronto to soak in the racing, support his team and visit with some of his old Canadian friends and family. The polite and likeable Canadian/Scotsman/American is in the hunt for the West Coast Lites Supercross title and I would say a favourite heading into the AMA outdoor national series. Wilson is determined, fast and smooth and has all the ingredients of becoming a multi-time Champion. His family has a lot to be proud of! All in all it was another fantastic



night of racing and it's just awesome to have Toronto included in the series!

This past winter was one of the mildest and weirdest in a long time throughout most of Canada, and as much as it sucked for the winter sports enthusiasts and businesses, it sure did make for a nice dry early spring. Guys here in Ontario have been riding for quite some time now and got a good jump on getting in shape. The ground is dry and tracks are even being watered, which is generally unheard of at this time of year.

It's always such a thrill to jump back on the bike

after so many months off. This year I was so nervous about riding. I got back into racing last year after a long break and felt pretty good on the bike and all but a late season trail ride left me very badly broken and bruised. There was a good group of us motoing all day when we decided to end the day with a fun trail ride. I am always the first one to want to trail ride as I love riding in the woods but that day is one I won't soon forget! Where we were riding does not get much dirt bike traffic so the leaves were about a foot deep on the trails. Hiding under them on a downhill sweeper was a huge root that I clipped at high speed, like third gear. I was on the gas at high speed and ended up in a collision with a tree. My God did my world come to an instant crashing halt!! Initially I thought I was dead but woke to the sound of my idling bike and could not for the life of me isolate the pain. I just knew I was messed up pretty badly. Funny in hindsight but at the time I was just a total zombie-like mess; I could barely speak let alone move. That was early October and I still have a large size swelling on my side/back but zero pain so it's all good. A week on crutches and about six weeks dealing with massive swelling/ bruising and moving at a snail's pace had me feeling reasonably okay again. I was so mangled, freaked out and scared that I sold my new snowmobile for fear of hitting another tree...lol.

So anyway I was so flippin' nervous and full of self doubt about riding again, but had so much fun last summer that I had to give it another try. It was a few Saturdays ago at RJ Motosport Park in Barrie, Ontario when Gauldy was there along with my neighbour and Pro rider Brent Thur and ex-Supermoto Champ Dave "Groover" Arnold. The boys told me the track was unchanged from last year and in nice shape. My gut was turning as I slipped my trusty steed into gear for the first time of 2012. I cruised through the pits and onto the track and everything changed. The feelings of fear were replaced by feelings of joy, feeling the thrust and power of the motorcycle put a rush through my body and a smile on my face. As it all came back to me I went ahead and cleared every jump on the first lap. I said to myself, "Tree? What tree?"





For many years, whether at the top of the Monster Energy MX Nationals or the top box at the Walton's Grand National Championships, Canadian Kawasaki has had a great presence. Jeff Comello has been one of the many people working hard at Kawasaki to make sure their brand is well represented on the track, trail or cruising down the road. We caught up with Jeff to talk about Kawasaki, racing and motocross. Enjoy!

MXP: Good morning Jeff, how are things at Canadian Kawasaki today?

JC: Things are great, busy as usual. I think it's great we had an early spring. Everyone seems excited for the summer ahead.

MXP: For those people out there who don't know you, what is your position with Canadian Kawasaki?

JC: I have been at Canadian Kawasaki since 1999 and I am currently the Assistant Manager of Marketing and Public Relations.

MXP: That is a long time, congratulations. Before you began your career at Kawasaki in 1999, what were you doing?

JC: Well, going way back, I went to school for Mechanical Engineering here in Toronto followed by an apprenticeship in the Tool and Die industry until the last recession hit. Many of the apprentices, including myself, ended up being laid off so I found myself transitioning to an office job. I was never really into motorcycles growing up believe it or not, but eventually a few of my friends got into road racing on the amateur scene. I started going to the track to help them and one thing led to another. During those amateur days I really came to love the Kawasaki brand, and when a job opportunity came up at Kawasaki, I applied and have been here ever since.

MXP: I am always fascinated about how individuals like you find their way into this industry. I have always believed that motorcycles are so addictive. Once you get introduced to them, you are hooked. Was it that way for you?

JC: Oh, for sure! Actually when I was 16 I wanted to get a car of my own but when I looked into insurance it was going to be really expensive. I

CANADIAN KAWASAKI MOTORS'

JEFF COMELLO

INTERVIEW

looked around for something different and found that bike insurance was a lot cheaper, so I got a bike as my personal transportation. A few years later when I got to the track and was helping my friends with their race bikes, I was then really drawn to it. The sights, the sounds, everything; there really is something special about it.

MXP: Since you have been at Kawasaki, this industry has seen some of the biggest growth it ever has through the mid-2000s. On the flip side of that, for the last two or three years the industry has shrunk significantly. How do you view this rollercoaster we have been through?

JC: Well, it has been interesting, I can say that. As you said, we saw unreal growth not that long ago and then everything changed. The last few years we have all faced challenges in trying to do more with less and just waiting for the market to find a solid footing to start moving forward. I think I can talk for everyone in the industry that we all hope that the worst is behind us and we can now begin rebuilding everything brick by brick. I don't know how long it will take the industry to get back to the levels we saw in say 2005-2007, but I do believe it will come back.

MXP: It must make you very happy that even with this economic uncertainty, Kawasaki motorcycles have remained on the cutting edge of technology. Each year, the Kawasakis keep evolving, and your results and market share reflect that.

JC: Yes, we are very pleased with our entire line up and what we have been able to achieve. On the dirt side of things, our KX models are earning many championships and feature technology that make them both highly competitive and racer friendly. Our development goal for KX is simple: provide a top level product that can get our riders out front and onto the podium. I can't see that ever changing regardless of where we are economically.

MXP: Grassroots racing is obviously where everything begins in motocross and Kawasaki has always been a huge supporter of that, particularly with the Parts Canada Trans Can in Walton, Ontario. How important is that relationship to Kawasaki?

JC: Our relationship with Walton and our influence in amateur motocross right across Canada is extremely important to us. As an event, the Parts Canada Trans Can is the coming together of a lot of people from all over the country and it represents racing on many different levels of competition. Right from the really young kids all the way up to the over 40 riders, the event gives us an opportunity to speak to everyone at once. It gives our dealers the chance

STATE CLUB

to observe and engage different riders; it also provides a platform for all of our Kawasaki riders to compete against not only each other but riders on all the brands as well. That is what racing is all about and it represents everything that Kawasaki believes in.

MXP: There aren't too many events in Canada that bring that many riders into one venue to compete at that level, it really is special. Kawasaki also has had a long history with supporting Amateur Motocross with your popular Team Green program. In Canada, I hear it's possible to win a free Kawasaki with this program. Can you explain how this program works? JC: Our Team Green Rider Support Program has always been something we have cherished here at Kawasaki. Since the program rewards are based on participation and not just results, we believe it provides real incentive to go out and compete. The program is open to any rider who owns a 2009 through to 2013 KX that was purchased in Canada. To enter, all a rider needs to do is approach their local Kawasaki dealer and ask if they would allow them to ride for their dealership. Once a relationship has been established and the rider has been activated, they're ready to move to the next step. We feel that it is very important for our customers and dealers to have a good working relationship, whether it is through the purchase of parts or accessories or performing necessary maintenance. Once a rider is active in the Rider Support program (located at www.teamgreennews.ca), they can create a rider profile with all of their particulars, such as bike size, sponsors and personal info. 🛶

After creating their profile, they will be able to select all of the events they intend to compete at for the rest of the summer. They can also upload photos of themselves throughout the year and can share certain content with their Facebook page.

As the season progresses, each rider can go back into the system and update their profile, and most importantly, update their results as they happen. The way the Team Green points work is that if you simply complete an event, you're eligible to receive 10 points. If you finish in the top ten in that event then you qualify for up to 10 bonus points. For instance, if you finish 10th then you get one bonus points. If you finish 9th then you get two bonus points, and so on.

MXP: So a Kawasaki rider could earn a lot of points even if they're not winning races. All they

have to do is participate in a race?

JC: Exactly, we thought it was very important to reward a rider for just racing and enjoying their KX, not just how they finish. So at the end of the season the points are tabulated and the rider with the most K points on their Grand Prize Scorecard earns a free 2013 Kawasaki, it really is that simple. There is also up to \$55,000 in cash prizes to be won for regional disciplines across Canada, so I urge everyone to go online and check out all of the rules and regulations on the Team Green website.

MXP: For sure Jeff, this sounds like a great program and one that every Kawasaki rider should get involved with.

JC: It's constantly evolving each year with input from riders and families across Canada, but we're

really happy with how it's progressing. It's a great way to have a lot of fun on your KX. When it's time to update to a current year KX you'll have established a great relationship with your local dealer as well. It's a great way to bring everyone together.

MXP: Well Jeff, congratulations on Kawasaki's success both on and off the track. We wish you continued success. Thank you for taking the time to speak to us, it is always good getting the perspective from the top.

JC: No worries, thanks for calling. All the best in 2012! **MAR**



MIXP TO RAISE MONEY FOR THREE RIDERS TO RACE ROUND 11 OF AMA PRO MOTOCROSS SERIES

MXP is taking the lead in developing an innovative approach to give our elite CMRC Pro riders the opportunity to further develop their talents against top riders in the world. The challenges behind the scenes and the cost are always a problem for the teams, the industry and the fans in order to help fund our riders and get them to important international events for many young Canadians to gain the experience. MXP has come up with the idea of raising money for three riders to race Round 11 of the AMA Pro Motocross Series at Steel City, Pennsylvania on September 1st, 2012.

"Last year it was great to see Tyler Medaglia, Kaven Benoit and Colton Facciotti compete at the final two rounds of the AMA series", states MXP Owner Charles Stancer. "The response from fans and industry was so positive that we thought MXP could step up and help others try to do the same."

Colton Facciotti did so well that he earned a spot on a US based factory level team for the final two rounds.

"So many more Canadians tuned into the final two rounds because of the amazing performance by Colton Facciotti", says MXP Editor Ryan Gauld. "He earned a great ride and showed that Canada has riders capable of being on the gate with the best riders in the world. So why not help others try to do the same? Instead of trying to raise a huge amount of money to get a team to MXDN, we think the support from MXP and the industry would be better suited helping our top riders get their feet wet a little closer to home."

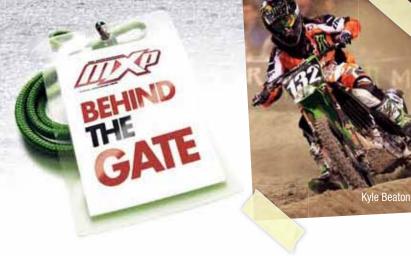
This weekend is the Toronto Motorcycle Show at the Toronto International Center where we will start to raise money for this great opportunity. MXP will begin by donating a dollar from every subscription or product sold. "MXP will present a minimum of \$500 for each of the riders that are selected", explains Ryan Gauld. "Additionally, MXP will publish a minimum of six pages in our 5th issue of 2012, plus web content on www.mxpmag.com".

MXP will start a poll on mxpmag.com once the 2012 Monster Energy Motocross Nationals get underway in 2012 to see who the fans would like to see receive this money. The decision of who goes will be picked by July 31st.

Stay tuned to this amazing adventure at: www.mxpmag.com Twitter - @mxpmagazine Facebook - MXPMagazine

About MXP

Welcome to the extreme world of motocross and off-road with MX Performance. With the dedicated readership of hardcore enthusiasts, MXP Magazine exposes the Canadian motocross lifestyle! MXP Magazine shows no limits by featuring top riders, products and events in every issue along with amateur profiles and the hottest industry trends. Enter the world of MXP Magazine where we live and breathe off-road and motocross!



THE ATLAS BRACE

A Canadian company, Atlas, is now sponsoring several Canadian Canadian company.

riders - Kevin Lepp, Kyle Beaton, Nathan Bles, Shawn Maffenbeier, Dylan Kaelin and Jeremy Medaglia. More and more riders these days are wearing a neck brace and it makes sense to wear a brace made by a After some patenting issues, Atlas Brace

posted a press release stating that, "after over three years of development and unique innovation, Atlas Brace Technologies is extremely proud to announce that the US Patent Office has now awarded the Atlas Brace™ its first Design Patent, No. D656,680." Atlas Brace Technologies is based in Surrey, British Columbia. Founded in 2011, Atlas is the home of the first racer designed, racer tested, next generation neck brace, the Atlas Brace™. The Atlas Brace™ was uniquely designed and engineered to be at the highest level of safety, comfort, mobility, and forward thinking ideas. For more information on the Atlas Brace™, please visit www.atlasbrace.com

PASTRANA WILL VISIT DELAWARE SPEEDWAY!

Two-time Daytona 500 Champion Michael Waltrip along with current NASCAR Sprint Cup star Clint Bowyer and X-Games star Travis Pastrana will make up the celebrity entrants list for the third annual APC Summer Showdown at Delaware Speedway. The race takes place on Wednesday, July 18th. In the past two seasons Kyle Busch has competed at the track bringing brother Kurt along to the event in 2011.

EATON

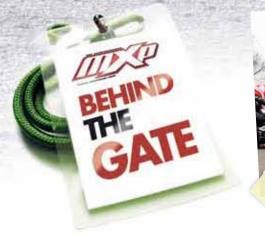
RIDING FOR LEADING EDGE KAWASAKI ABOARD A KX250F. KYLE BEATON HAS TAKEN A STAB AT THE AMA MONSTER **ENERGY SUPERCROSS LITES WEST SERIES. WHILE HE WAS NOT** CONSISTENTLY QUALIFYING EVERY WEEKEND FOR A VARIETY OF REASONS, KYLE DID MAKE THE MAIN EVENT IN BOTH SAN DIEGO AND SEATTLE. IN SAN DIEGO, AFTER WINNING THE LCQ, BEATON FINISHED A SOLID 11TH OVERALL. IN SEATTLE, AVOIDING THE LCQ AND FINISHING 7TH IN HIS HEAT RACE. HE FINISHED 12TH OVERALL IN THE MAIN EVENT. THE SURREY, B.C. NATIVE IS PROVING THAT HE IS MORE THAN READY FOR THE UPCOMING **CMRC NATIONAL SERIES IN 2012.**

Another Canadian racing the AMA Monster Energy Supercross Lites series (East) is Cole Thompson. He is racing a CRF250 with sponsorship from CMX racing/Thor/Parts Unlimited/Pro Circuit/BPM/Monster Energy. While Cole has had a bit more success than Beaton in the West, he has suffered his own challenges. At the first round in Arlington Texas, he finished a strong 6th in his heat, and went on to finish 9th in the main event. While this guick success had his Canadian fans going wild, it was shadowed by his struggles the next weekend in Atlanta. Failing to advance to the main after only finishing 5th in the LCQ (only the top two in the LCQ move on to the main event), Thompson showed that he refused to give up. The following weekend in St. Louis, he bounced back with a solid 9th in his heat and a 13th in the main event. Daytona was the following weekend and Thompson proved that even the horrid conditions of the track would not stall his ambitions. In the mud and rough conditions, he finished 7th in his heat and an unbelievable 9th in the main event. The next three rounds

were challenging for Thompson because of a head injury and illness, and he hasn't seen a main event since Daytona. Cole will no doubt get back on top in the outdoors.









FIVE-YEAR-OLD IS TOP CANADIAN FUNDRAISER. KOEN MCLEOD. NIKKI WESLEY / OAKVILLE BEAVER

"I'm happy we raised a lot of money because that means we helped even more kids, but I'm sad it's over." - Koen McLeod

SHORAI BATTERIES SIGNS WITH KTM RED BULL ROYAL DISTRIBUTING RACING TEAM:

THE FACTORY KTW RACE BIKES BECOME EVEN LIGHTER!

Sunnyvale, CA— Lightweight is a key element to building a serious race winning machine. For 2012, the KTM Red Bull Royal Distributing Racing Team is happy to announce that Shorai Batteries is the team's new official battery supplier.

Shorai Batteries provides tremendous advantages over traditional lead acid batteries including a dramatic weight savings, faster cranking, significantly lower self-discharge rates, and environmentally-friendly attributes.

Kevin Riley, EVP Sales & Marketing for Shorai adds: "We could not be more thrilled with our new relationship with the KTM Red Bull Royal Distributing Racing Team. Our batteries are a perfect, drop-in replacement for the OEM batteries and offer a wide range of benefits. Field experience has taught us that this is a perfect fit between our two companies. We are very excited to work with Andy White and his team, and look forward to a mutually beneficial relationship."

RED BULL FOUNDER DIES

Chaleo Yoovidhya, a Thai billionaire, died in mid-March this year leaving a legacy of extreme marketing. He originally partnered with Dietrich Mateschitz, an Austrian marketing legend, to help create a Red Bull pioneer empire that has yet to be matched by the seemingly million other energy drinks. Originally, they focussed on the adrenalin of disparate athletes like BASE jumpers (i.e. Travis Pastrana) and further pushed into skateboarding, Formula One racing and eventually motocross. We see Red Bull on helmets and in coolers at the track all the time. One can confidently say that everyone knows what Red Bull is — THAT is smart marketing. One of their most audacious marketing plans was the secret footage obtained of Shaun White's Project X track just before the Olympics. Heading out to Colorado backcountry, accessible only by helicopter, Red Bull gained footage that no media or skateboard rival could possibly obtain. It all came together perfectly, while defending his Olympic medal winner White put out an unbeatable first run — then, his next run, which was not necessary for the win, he nailed the Project X track, the Double McTwist 1260 and made himself, and Red Bull, legends in extreme sports.

Oakville's Koen McLeod, 5, not only nearly doubled his goal for raising funds for Toronto's Hospital for Sick Children, but he set a record for the largest amount ever raised by an individual. The record is a new one for MX for Children, the charity involved in organizing the fundraising initiative in which Koen took part. The charity connects motocross lovers with children's hospitals across North America, including Sick Kids. The 2012 Pledge Drive called on local fundraisers to help raise money to support hydrocephalus clinical research at Sick Kids.

Hydrocephalus is a life-threatening and debilitating condition that creates a buildup of fluid inside the skull, leading to brain swelling. As there is currently no cure, the condition can cause brain damage, disability and even death.

Having begun on Feb. 27, Koen was aiming to raise \$6,000 for the hospital by the drive's deadline (April 6) after finding out about the fundraiser from a motorsports newsletter his father, Brad, subscribes to.

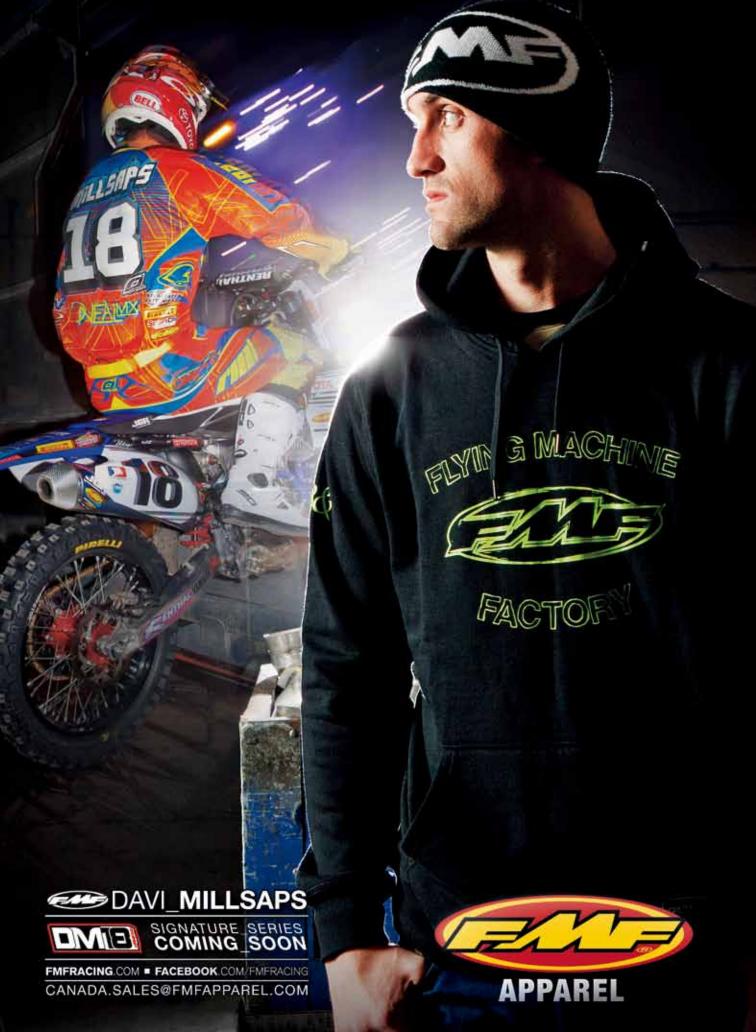
"Brad's love of snowmobiles, ATVs, and dirt bikes inevitably led to Koen's interest in dirt biking," said mom Dawn who indicated the senior kindergartener at Brookdale Public School has been riding a junior motorbike since he was two and a half (his first one had training wheels). But after nearly a month and a half of going door-to-door, bake sales, speaking with local companies and numerous other forms of fundraising, Koen raised \$11,755 for SickKids. "We couldn't believe it. Koen raised an astonishing amount. My son, correction, my entire family has learned so much from this experience," said Dawn. "Koen and his little sister, Raea, have learned to help others before themselves, which is always hard to explain to children, and my husband and I have even both learned to be more giving, realizing if a five-year-old can accomplish this, imagine what adults could accomplish if they put their heart into it.

"We are so very proud of Koen for all the hard work and effort he put into his fundraiser as well as all the other boys and girls who participated."

Overall, more than \$43,000 was raised for seven children's hospitals in Canada and the U.S. during the drive, with a total \$29,688 going towards the Toronto-based hospital.

According to Dawn, Canada took all three top spots for all of North America. While Koen raised \$11,755, Travis Byrom of Pontypool, Ontario raised \$6,143 and Hannah McCrory of Ontario raised \$5,050.

As a thank you for his efforts, Koen will also receive the fundraiser's top prize — VIP passes to attend the AMA Supercross finale in Las Vegas on May 5.





KTM CANADA ANNOUNCES 2012 MX CONTINGENCY

THE INDUSTRY'S MOST LUCRATIVE CONTINGENCY PROGRAM!

St-Bruno, QC — There are many great reasons to choose KTM, and the latest comes in the form of an excellent contingency program offered to amateur and pro motocross racers at the regional and national level.

"We're proud to have been able to offer Canadian KTM racers strong reward for their results over the past few years," says KTM Canada's Racing Manager, Andy White. "For 2012, we've kept the ball rolling and have put together, arguably, the strongest contingency payout in Canadian motocross. It's called the 2012 KTM MX ORANGE BRIGADE CONTINGENCY PROGRAM. Racers from coast to coast have an opportunity to cash in on their performance and help offset the cost to go racing. Don't get stuck in the gate; visit your KTM dealer today and register for this year's contingency!"

WHO IS ELIGIBLE?

Anyone who has purchased and registered (in Canada) a 2010 or newer KTM model.

QUALIFIED KTM MODELS:

125 SX, 150 SX, 250 SX, 250 SX-F, 350 SX-F, and 450 SX-F.

HOW TO REGISTER:

Complete the 2012 KTM MX ORANGE BRIGADE CONTINGENCY form and submit to your KTM dealer before June 1, 2012. Forms are available at KTM dealers or may be downloaded from ktmcanada.com.

WHAT IS THE PAYOUT?

For podium results at regional events and Amateur Nationals, racers receive KTM VOUCHERS. These can be spent on parts, gear and accessories at KTM dealers. At CMRC Pro Nationals, riders receive cash payout. Everyone that earns 2012 KTM MX Contingency will be paid by January 30, 2013.

Eligible races, series and classes are listed on ktmcanada.com, but the payout breakdown works like this:

CMRC Provincials (Series Finish)

1st place - \$600

2nd place - \$400

3rd place - \$250

CMRC Amateur Nationals (Overall Finish)

1st place - \$750

2nd place - \$500

3rd place - \$300

CMRC Pro Nationals (Per Round)

1st - 10th / \$1,000 - \$750 (MX1)

1st - 10th / \$800 - \$500 (MX2)

So what are you waiting for? Dump the clutch, get on the gas and get into your KTM dealer to sign up! Complete details available at ktmcanada.com.

"YAMABUCKS FOR YOU" IS BACK!

Yamaha Motor Canada is bringing back the popular 'Yamabucks for You' program. The promotion distributes over \$40,000 of Yamabuck gift certificates to Yamaha enthusiasts across Canada through motorcycle track days and amateur MX, Enduro and ATV racing.

PR Specialist Bryan Hudgin said "We're bringing back our 'Yamabucks for You' program for the 4th straight year because of the outstanding feedback we've received from customers. They love the support at the track and amateur race levels. This is a great way to say thank you for representing us and riding a Yamaha."

Street motorcyclists who take their Yamaha to selected track day organizations will receive a one time, \$75 Yamabuck certificate at event registration. Amateur racers will receive varying amounts based on their finishing position in the classes and events specified. "What's great about the racing portion is that it doesn't matter where you finish overall," relayed Hudgin. "As long as you're one of the top 3 Yamahas, you're in the money."

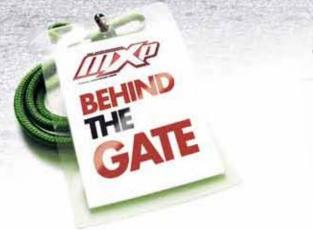
The Yamabuck certificate is redeemable at any Yamaha dealer for purchase towards anything Yamaha Motor Canada sells, including units, parts, accessories and apparel.

All Yamabucks will be distributed by track and series promoters at the event or upon the conclusion of the series for which it is designated. Only the events and organizations included in the program will be in possession of Yamabucks. Offer is good only while supplies last.

Get your Yamaha to the track this season. There could be more than just an adrenaline rush in it for you!









MONSTER ENERGY LEADING EDGE KAWASAKI ANNOUNCES 2012 MOTOCROSS TEAM

With the 2012 CMRC Monster Energy Motocross Nationals rapidly approaching, the Monster Energy Leading Edge Kawasaki motocross team is excited to announce the finalized lineup for their assault on both the MX1 and MX2 titles in the 9 round series that kicks off on June 3rd at Nanaimo, British Columbia's Wastelands MX Park.

Returning to the Kamloops, BC based team for 2012 are three members of the 2011 edition and one new member. Contesting in the MX2 class will be Kyle Beaton and Teddy Maier while the team is placing their MX1 title hopes in the hands of Matt Goerke and Tyler Villopoto.

With the team since its inception in 2008, Fort Dodge, lowa's Teddy Maier returns to the MX2 class for 2012 after a season in the MX1 class that saw him finish 3rd overall in the final points standings. The 2009 MX2 Champion is excited to drop back down to the smaller bikes and go after his second title: "I really enjoyed racing the 450 this past season but I'm looking forward to returning to the MX2 class for 2012. Kawasaki makes a killer 250F and I expect nothing less than another championship."

Joining Maier in the MX2 class is Surrey, British Columbia's Kyle Beaton, who missed the entire 2011 season after suffering a knee injury while practicing. Healed up and coming off a career best 11th place finish in the AMA Supercross Lites class, which he's been racing this winter, has got the Canadian fan favourite excited to finally put his injury troubles behind him and return to the winner's circle. "I'm excited to finally be healthy and it's awesome that the series kicks

off at one of my favourite tracks, Nanaimo. I just want to stay healthy and show everyone what I'm capable of. Racing Supercross this winter has really helped me get back up to speed and I'm thankful for Leading Edge's support in doing that."

Another returning rider for 2012 is Florida native Matt Goerke, who despite coming into the 2011 season recovering from a serious wrist injury managed to win the Gopher Dunes round of the series, recorded three podiums and finished the series 5th overall in his first season of racing the Canadian series. The former AMA National winner is now healthy and expects nothing less than a championship in his sophomore season: "The team is great, I'm pretty pumped on that and I hope to go out there and win. The competition is tough up there but I'm hoping that now that I'm 100 percent healthy I can go out there and win. I ended up winning a race there last year, and in the second half of the series I was on the podium a bunch. I'll be training hard and hopefully starting off fresh."

The newest edition to the team is Poulsbo, Washington's Tyler Villopoto, who will also be contesting the MX1 class on a KX450F motorcycle. The younger brother of reigning AMA Supercross and National Champion Ryan Villopoto, Tyler is hungry to prove that there's more than one championship caliber Villopoto in the family, and racing with the Leading Edge team will provide him with that opportunity. Says Villopoto of his signing with the team: "I'm excited for the chance to race in Canada with the guys at Leading Edge. They've been awesome so far and I can't wait to spend the summer up north to show everyone what I'm capable of!"

Team owner, Jason Hughes, can't wait to get the season started: "For 2012, we've assembled what, in my opinion, is our strongest team yet. With Kyle, Teddy and Matt we've got proven Canadian National winners and Tyler brings a strong pedigree. Combined with our awesome Kawasaki race bikes, I think there's going to be a lot of green on the podium in 2012!"

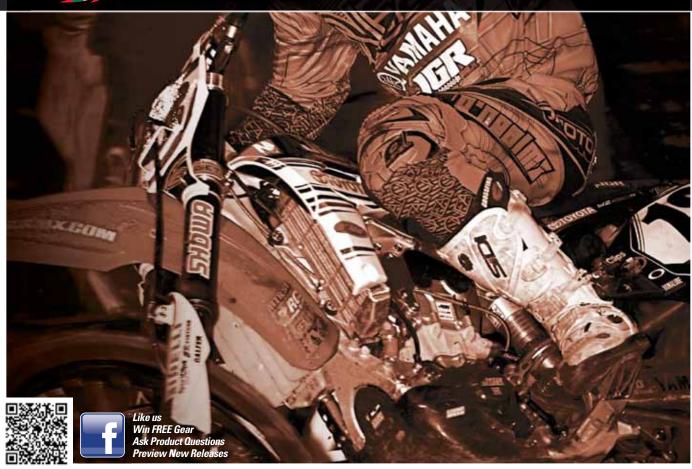
To check out more photos for a behind the scenes look at the Monster Energy Leading Edge team, make sure to "like" our Facebook page: http://www.facebook.com/pages/
Team-Monster-Energy-Leading-Edge-Kawasaki/125003157570156

The team wants to give a huge thanks to all their sponsors who are making their 2012 Canadian National effort possible. We can't do it without you!

Monster Energy, Leading Edge Kawasaki, Parts Canada, Thor, C4MX, Canadian Kawasaki Motors, Smith Optics, VP Fuels, Pirelli Tires, Podium Grafix, Renthal, Faction MX, Mechanix Wear, Zeta, Moto Tassinari, Matrix Concepts, Sunstar, D.I.D, Acerbis, Ogio, Hinson Clutch Components, Boyesen, Stomp Designs, Pro Wheel, LeoVince Carbon Fiber, CV Products, Goldfren Brakes, XTRIG Triple Clamps, Motul, DRC Hardware, TM Designworks, JE Pistons, All Balls Racing, K and N Filters, Kawasaki S4-R Competition Lubricants, 1.7 Cleaning Solution







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VILLOPOTO OUT FOR THE SEASON!

BRITISH SUPERCROSS CHAMPIONSHIPS SOLD TO EVENTS 22

Future West Promotions the long time Arenacross and Supercross promoters are pleased to announce the sale of its British Supercross Championship property to Events 22. The sale concludes an incredible 15 year run of staging top flight indoor events in the UK, which saw the series visit all corners of the United Kingdom. The series has attracted the very best names in the sport of British motocross since the first event in 1997 at Sheffield Arena.

"We confirm that Matt Bates, and his Events 22 company, has purchased the British Supercross Championship property from Future West Promotions. Both Jamie and I believe that under Matt's stewardship the Championship can only grow. We believe that Supercross is an integral part of the future of the sport, and that Matt has the experience and the right attitude to take the Championship, and the sport in general, to a new and exciting level," said John Hellam of Future West.

Future West would like to take this opportunity to thank the many individuals and companies who have made the last 15 years possible and so enjoyable. Future West will now concentrate it's efforts on staging top flight Supercross and Arenacross events in North America where the company is based.

Irvine, Calif., -- Monster Energy Kawasaki's Ryan Villopoto will not defend his AMA Motocross title in 2012 after injuring his knee at the Seattle supercross on Saturday night. The two-time AMA Supercross and defending AMA Motocross champion will undergo surgery on his knee this week.

"I'm pretty disappointed right now," said Villopoto. "I have trained hard for this season and even though I won the supercross title, I really wanted to defend my outdoor championship. I've been through injury before and I know how hard I have to work to get back."

Villopoto is coming off of a dominant 16 months where the Poulsbo, Wash. native earned two AMA Supercross titles on the strength of 15 wins, the AMA Motocross Championship with three wins and also the richest payday in supercross with a million dollar win at the Monster Energy Cup.

2012 MONSTER ENERGY MOTOCROSS NATIONALS SERIES SCHEDULE



Canadian Motosport Racing Corporation is proud to announce the schedule for the 20th Anniversary of the 2012 Monster Energy Motocross Nationals.

The series will consist of the traditional nine rounds that will incorporate one venue change and two Saturday Nationals.

CMRC would like to extend our most sincere gratitude to the Hoeppner family in Morden, Manitoba for their dedication and efforts making the national round at Shadow Valley Raceway the best possible since 2006. Their

track is one of the best outdoor facilities in the country and the family has always been a pleasure with which to conduct business. Continuing with tradition established in the '90s, the 2012 series will kick off the circuit in Nanaimo, British Columbia. When the series visits Kamloops the following weekend, the first ever Canadian Pro national to be held on a Saturday will take place followed by the amateur day on Sunday. Following the "race in the city" at Wild Rose MX Park in Calgary, the western swing of the series will revisit Castrol Raceway in Edmonton, Alberta before a two week break as the series heads east.

"The toughest track in the country", Gopher Dunes in Courtland, Ontario, will also host a Saturday national complemented by an Ontario Provincial Championship round the following Sunday. A week off after the Ste-Julie stop will take place before visiting the customary trio of Riverglade, Sand Del Lee and the finale in Walton, Ontario.

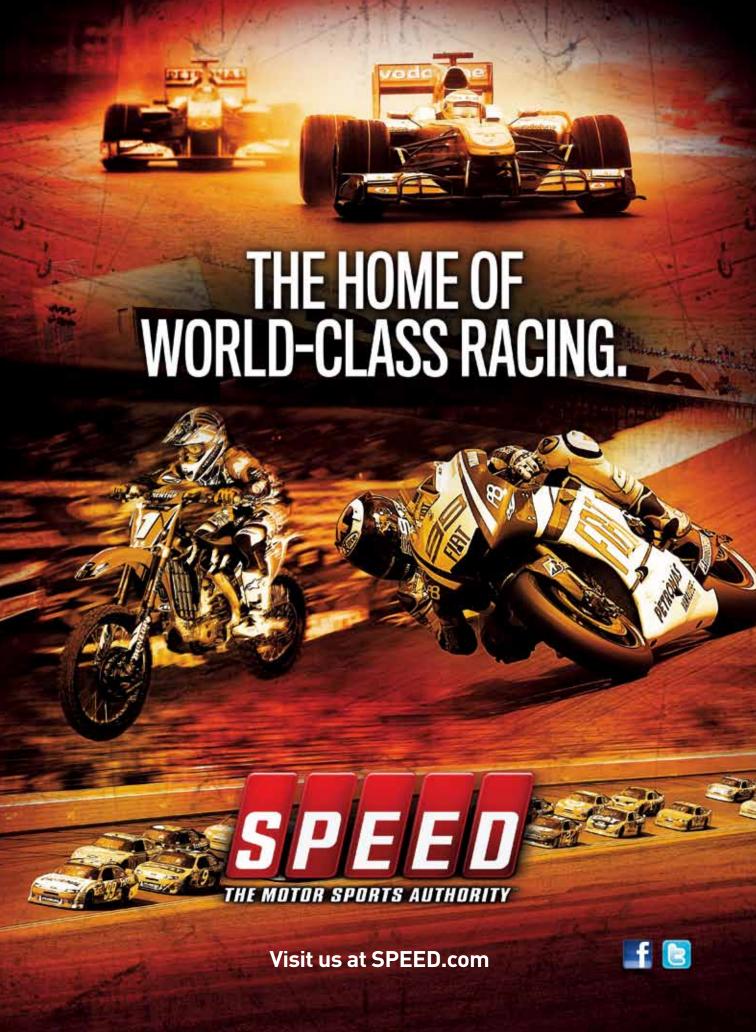
CMRC and all of their national sponsors look forward to an exciting 20th Anniversary edition of the Monster Energy Motocross Nationals and wish all participants and teams success in 2012.

2012 MONSTER ENERGY MOTOCROSS NATIONALS – SERIES SCHEDULE

Sunday, June 3 The Wastelands, Nanaimo, British Columbia Saturday, June 9 Whispering Pines Raceway, Kamloops, British Columbia

Sunday, June 17 Wild Rose MX Park, Calgary, Alberta Sunday, June 24 Castrol Raceway, Edmonton, Alberta Saturday, July 14 Sunday, July 22 Sunday, August 5 Sunday, August 12 Gopher Dunes, Courtland, Ontario Circuit de Ste-Julie, Ste-Julie, Quebec Riverglade MX Park, Moncton, New Brunswick Sand Del Lee, Richmond, Ontario

Sunday, August 12 Sand Del Lee, Richmond, Untario Sunday, August 19 Walton, Raceway, Walton, Ontario







MX101 HAS CREATED THE FACTORY FAN EXPERIENCE.

To be eligible, participants must double class every race day in the MX101 IronMan Series, and you will be entered in a draw to win the Factory Fan Experience.

The Factory Fan Experience means you will be the special guests of the MX101 Crew at Anaheim 1, 2013 and get the Factory Fan treatment.

The Experience will include: Airfare for two to Los Angeles, California 3 Nights Hotel Two tickets to Anaheim 1 Two Pit Passes Rig Tour in the pits

In addition to the GRAND PRIZE, we will be offering up some exciting runner up prizes as well.

Here is a complete list of the prizes:

Grand Prize - MX101 Factory
Fan Experience
Second Prize - Free Membership with
MX101 at Sand Del Lee MX Park

Third Prize - MX101 Three Day Summer Camp

Fourth Prize - A set of Fox Gear (Jersey, Pants and Gloves)

Fifth Prize - EKS Brand Prize pack

"MX101 is proud to offer this awesome opportunity to amateur racers! MX101 has always been about offering the best education and racing experience possible, and hopefully this will be something that riders are very excited about!

So, where will you be May 5th? If you want to be at Anaheim 1, 2013, you need to be at SDL this summer! Make sure you get your passport if you are going to be running the MX101 IronMan Series because Anaheim is coming and you could be the Factory Fan!

For more information, go to: http://www.mx101.ca http://mx101.ca/Racing.html

The Factory Fan Experience will be awarded at the Riders Meeting at the Series Finale on September, 9, 2012, and will be posted on MX101's Facebook and Twitter.

Follow us on twitter and Like us on Facebook.

https://twitter.com/#!/MX101_SDL http://www.facebook.com/pages/ Mx101/175499992488948

MX101 IronMan Race Schedule 2012

May 5	IronMan Series Event 1 / ANO
May 6	IronMan Series Event 2 / ANO
May 26	IronMan Series Event 3 / ANO
May 27	IronMan Series Event 4 / ANO
June 16	IronMan Series Event 5
June 17	IronMan Series Event 6
August 11	IronMan Series Event 7
August 12	CMRC Pro National as SDL
	(The Dale Argue Cup)
September 9	IronMan Series Event 8

MX101 Summer Camp Schedule 2012

	ounner oump conou
Week 1	July 3/4/5
Week 2	July 10/11/12
Week 3	July 17/18/19
Week 4	July 24/25/26
Week 5	July 31, Aug 1/2
Week 6	Aug 21/22/23
Week 7	Aug 28/29/30





CORRECTION FROM VOLUME 11 ISSUE 1

In our first issue of the year MXP made a mistake mentioning these riders below. Here they are again but corrected. We apologize for the oversight.

PR-MX TM Kermaxx Racing (Eastern Rounds)

MX1 - Liam O'Farrell

MX2 - P.O. Lavigne

GA Checkpoint Yamaha

MX2 - Spencer Knowles

Holeshot Honda

MX2 - Kevin Lepp

MPH WMXtreme Honda (Eastern Rounds)

MX2 - Nathan Bles

Hully Gully Yamaha

MX2 - Dylan Kaelin

Team JBR Honda

MX1 - Jay Burke

Redemption Racing Kawasaki

MX2 - Eric Jeffery

TransCanada Motorsports/FXR Racing (Western Rounds)

MX1 - Josh Penner

MX1 - Brady Breemersch

MX2 - Aaron Pfrimmer

MX2 - Josh Pfrimmer

OMXPMAGAZINE TWITTER CONTEST WINNER FROM TORONTO SX

"Ryan, here's the picture. Thanks for all the great FMF stuff. Your mag is very well done; lot's of high quality photos, very high content to advertising ratio and great articles. I'm 55 years old and have been a fan of MX since I was 15 (I didn't start racing until I was 53), so the '80 Toronto Supercross article really hit a nostalgic note with me. "

Thanks Mark for following us on twitter and congrats for the win.

Be sure to follow @mxpmagazine on twitter for your chance at future contests.





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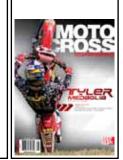
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BY RYAN GAULD PHOTOS BY MARC LANDRY



COVER BOY

TYLERMED AGLIA BACKIN BLACK AND RED



Picking the right guy for the cover is tough sometimes. Canada is uber tough because the pool of top dogs that deserve it isn't so deep, but the ones that do may have already got the shot in the last few years. You want to give each and everyone what is due. Well, this guy is getting his time to shine. Tyler Medaglia has graced our cover three times; 2009 Volume 8 Issue 2, 2010 Volume 9 Issue 5, and then this current issue you're reading now, 2012 Volume 11 Issue 2. "MXP is the best mag going and I could not be more stoked to be on the cover," says Tyler Medaglia. "When we did the photo shoot with Marc Landry, I knew this was going to be a cover that has never been seen before. The guy's pics are insane! This cover is insane." Tyler had a lot of input in going with the wheelie shot. Once we all saw it mocked up, we knew it would be boss and would set a new standard/trend for mag covers.

I first started to see this young speedster back in the late '90s on 80s. He ran the #117. Watching him ride, I could see some eerie similarities in our style. I was in my prime at the time and Tyler would come by my pits as a little guy looking up to me. I loved watching him ride his bike; smooth, fast and smart at such a young age. I didn't get to see him much in his Junior years, but in 2003 he rode the Intermediate classes at Walton and shined like a fresh made loony. This kid was on the move to greatness. You could tell with every berm he blasted, every rut he railed and every whip he threw. He dominated by winning 8 of 9 motos that year. He would have won them all but while leading the 250 Intermediate moto, his bike blew up. That Saturday afternoon after the amateur stuff was done (back then Pro qualifiers were on Saturday to make it into Sunday) Tyler rode the MX2 qualifier. In the biggest surprise ever, he went on to win that race beating eventual 2003 Champion Randy Valade. It was unreal and the entire track was lined with fans cheering for this amateur kid that just beat the best from the east that year. After that, the sky was the limit for Tyler as he would make his move to Pro in 2004.

Motocross is tough, we all know that. While preparing for the summer ahead in the winter of 2004, Tyler had a major crash. He broke his back and missed the majority of the season. The scary part from all this was the hospital bills. He had to use a leer jet with two doctors on board to get back to Canada and the bills were well over a half million dollars. To make matters worse, the following winter he went down hard again shattering his elbow, racking up another hospital tab of forty thousand. "It was a rough time for me and my family," shared Tyler. "Two years in a row I was taken away from the sport I loved and thrown these bills with numbers on them that made us all cringe. At the time, I figured being a racer was over." Luckily enough, insurance helped and made all the bad memories go away. Tyler would once again be able to race a dirt bike.

TYLER MEDAGLIA



on the map. Three years after showing the industry how good he was by winning that qualifier, he was back on the path to the top. I remember that year like it was yesterday. I was racing the MX2 East series and it came down to me and Tyler for top Canadian. We both got podiums that year and showed that privateers could hang with the factory guys. Tyler would eventually take the top Canadian honours and finish 4th in the series. This is where the real dream began.

2006 marked the year that Tyler would put himself back

Tyler got the call from the OTSFF Rockstar Suzuki team to be their MX2 pilot in 2007. Once again, he would show that he had what it took to be a champion and grabbed third in the series. He also rode the MX1 class a handful of times and showed some amazing talent on the big bike for a kid that was so tiny. In 2008, Tyler moved up to the MX1 class and took an overall at Gopher Dunes and nearly claimed the title. After bobbling at the final two rounds, he would end up securing the #3 plate for 2009; a feat in itself for a rookie pilot in the premiere class. Most had Tyler picked to win in 2009 but it never seemed to happen. He did claim an Arenacross title during the winter in the US but that didn't seem to flow into the summer. He still managed to finish the series in 5th.

"I remember talking to Blackfoot at Walton at the end of 2009. They asked me if I would be interested in being their #1 guy for the MX2 class. I was skeptical at first but then I realized the opportunity was within my grasp, so I took it," stated Tyler. Since the day he signed with Blackfoot, he has been nothing but a champion winning two MX2 titles in a row: 2010 and 2011. "It's been a dream come true riding for the best team and winning these championships. Seven years ago, I was ready to quit. Now look at me. I can almost sleep perfectly knowing what I have accomplished in motocross, but I still have one dream left that I need to make a reality," said Tyler.

I'm sure we all know what he's getting at - an MX1 Championship. He has nearly done it all: multi-time Amateur Champion, two-time Montreal MX2 SX Champion, AMA Arenacross Champion, and two-time CMRC MX2 Champion. You would think most people would be satisfied with that kind of resume. He also became a father to his son, Talon, on the morning of his second MX2 title. It seems like life is pretty perfect. With his new family addition, his new team Viral Oils / Troy Lee Designs / Powersports Honda / Gopher Dunes Racing, the cards are now on the table. It's up to him to play the hand properly and take home an MX1 title in 2012. For all these reasons, this is why Tyler Medaglia is our cover boy.













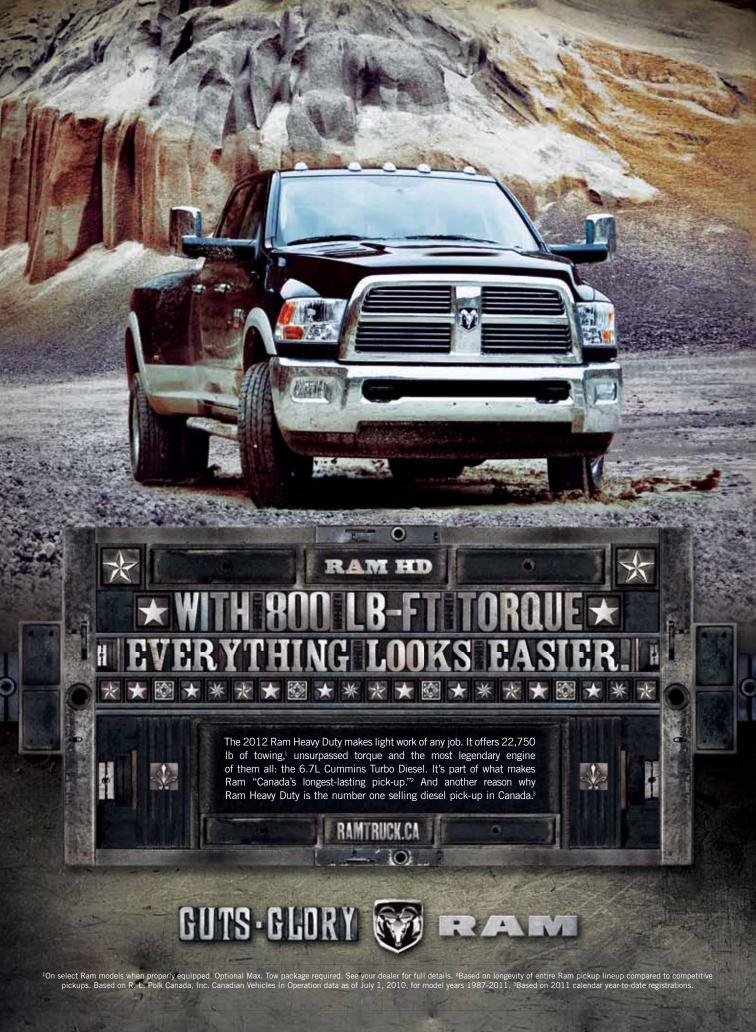
My Supercross weekend started off in style. Koster, Mike "The Whop" and I were holding primo tickets to the 'I Mother Earth' show at the Soundhouse off Cherry Street in South To. This was the first time I Mother Earth played live since the summer of 2003, the year they played live at RJ Motosport Park almost ten long years ago. I Mother Earth is a fabulous band, especially live, and the Friday show sold out in minutes. So they added a Thursday show to keep the masses under control which was a good thing for us. They worked out the bugs on night one then were a well oiled machine on night two. Almost two hours of perfection.

The only thing that was a bit of a drag was that Slash and his new band were playing at the Phoenix. Had I been even remotely aware of this, I would have moved my IME experience to Thursday and taken in one of the finest Les Paul players on the planet on Friday night. Well, at least I got to see Slash on Saturday night. Anyway, from The Soundhouse, we made our way to the Loose Moose for the DMX gathering; always a good time. We got there late so we didn't have as much time as we would have liked, but we hit it. Mikey was our trusty DD for the evening so Fabs and I were ushered around in St. Onge's convertible, 5.0 L Cobra-style.

Friday night at the Moose has a great vibe. There is so much anticipation of what is to come the next day, plus good people getting together that haven't seen each other in a long time makes for a good mix. Throw in a few superstars: World Champion Grant Langston, a hobbled Chad Reed, Scotsman Dean Wilson and his terrific family to name a few, and you have yourself a party. Did I mention copious amounts of liquid lubricant? I thought Gauldy was going home around 11:00. He said he couldn't stay late, he didn't have time. Well, G-Unit was in fine form when we arrived. I saw the photos of the trip in the next day — yikes!! Thank goodness Z-Knotty was there to look after her boy, tending to his needs; she is a fine lass!



A: Barcia was the class of the field
B: Young fans pumped to be at TO SX



Anyway, we closed down the Moose, made a late night shwarma pit stop and shut her down around 3:00 am. All in all, a good start to the TSX weekend. The one thing I enjoyed was everywhere we went it seemed like there was SX fever in the air!

I made a quick exit from Hogtown the next morning as the Travers' to—do list was large, but as I was exiting the city that Saturday morning I had a good feeling about what we were going to witness that night. I knew the limitations, but my boy Jonathan and I were coming back for afternoon practice and qualifying. We had full-ride media passes and I knew a few people in the Monster VIP suite, so there was a chance we might get in? Lucky Little T!

One of the cool things about coming in for the daytime practice and qualifying sections is the ability to sit just about anywhere to watch. JT and I came in just after the first Lites practice so news of Cole T. was quickly spreading. In the meantime, there was plenty of action on the track. We tried five different spots to watch qualifying with the best one being on or about the 50 yard line on the east side of the stadium. It was right beside one of the biggest rhythm sections on the track. You could really see the bikes/riders who were having trouble getting on the pipe early enough in the corner before to even have a hope of making the proper combination. Even Barcia was not satisfied going through. He tried a few different combos and settled for a winner...obviously, but it was tricky for sure. We did a session in the VIP seating, one right behind the start gate (with some \$10.00 Fries), one behind the finish line, which in theory gave us a complete lap on the 100 level concourse; basically, the perfect tour.





A: Roger Decoster is always hounded by photographers

B: Bobby had his best finish to date in Toronto, a 9th, in front of his Canadian fans







I was impressed by the Yamaha booth supporting Kyle Keast. To me this seems like the perfect alliance. You have a manufacturer coming off a boatload of championships looking to scale down in costs, but not in presence, and they back a "People's Champion"; a rider who is very close to winning it all. With the right type of program on the right bike, "The Dozer" is a podium guy week in and week out. It may be True Blue for Kyle this year. I know Yamaha is hoping. Regardless, he will make it interesting. According to the YMCA, the line-up for Keaster's autograph was long and thick, which started way before the scheduled start time. The other interesting thing I noticed when walking around was how much swag people were buying from the Official SX vendors; long line-ups and tons of people wearing T-shirts, hats, the whole deal. Don't fool yourself, there is a lot of good money to be made selling swag and they know it.

So with qualifying in the books and the heavy equipment on the track, JT and I took in a quick bite at one of the neighboring restaurants, who obviously love big events at the Skydome. Every bar and restaurant for blocks was packed (although I think the Leafs were playing also?). We joined Andre Laurin and Brad Ewen of OTSFF and talked a bit of shop. I was excited to hear Bobby K's new 2012 Rock-Yama-Star was in the house. We were looking forward to seeing the #7 in the OTSFF booth later on. It sounded like it was quite the adventure getting it up to the fourth floor. After the bite, we took a tour through the pits. All the big rigs were there but most of the hatches were battened because of the weather so we decided to take a tour of the working man's pits in the bowels of the Skydome. Back in the day, almost all of the riders pitted out of the tunnels but these days all of the factory guys work out of the rigs while the privateers get out of the elements to stay warm and dry in the tunnels.



A: Lites riders funnel out to the start gate

B: Darryn Durham getting mic'd up for live TV



SIMPLICITY MEETS PERFORMANCE

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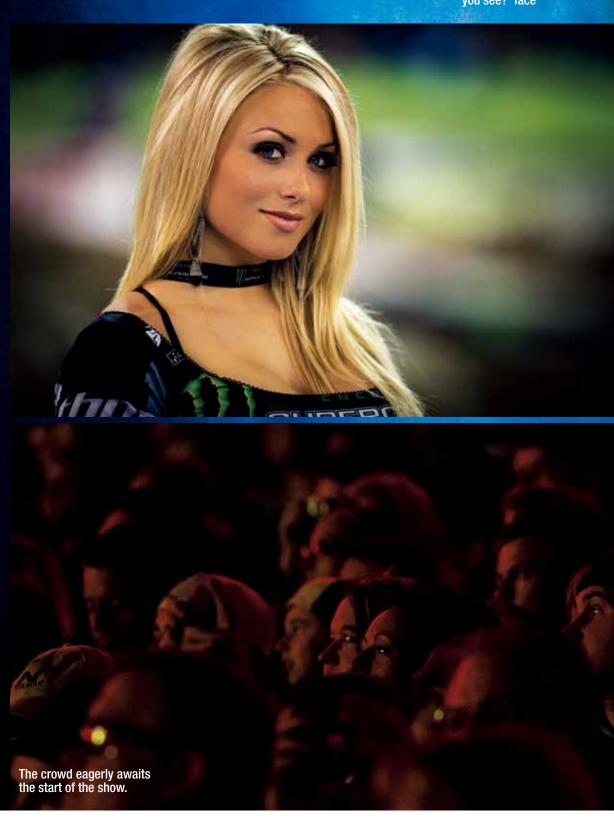








Dianna Dahlgren gives you the 'You like what you see?' face





I always love the start of opening ceremonies for SX; the lights going down, the voice of God, the out of control fireworks, rider introductions and of course the National Anthem. First of all, I felt a bit cheated with the track layout as there was no option for K-Dub to do his patented transfer. He did an extended nose wheelie, always love those, plus a few other riders had cool intros including Mike Allessi's Maple Leaf jersey-wearing appearance and Metcalf's full startstraight wheelie. The one thing I will say about the introductions is that it is impossible to hear the interviews so why bother doing them. They take too long, slow the momentum of the show and are basically a waste of time. Not what the riders have to say, just the presentation. No one can hear anything in there.

I mentioned Slash playing with his new band the night before, so Nelson Phillips jumped through a few hoops to get Slash to come out and rip 0' Canada on his patented Les Paul and Cry Baby Wah-Wah pedal. A couple of nice ending flourishes and it was over, but it was super cool; one of the highlights for sure. Slash is apparently a fan of Supercross so it was right up to the Monster suite for he and his entourage, including one solider just to carry his top hat in a special box...classic! Slash caused quite a stir up in the box; lots of craning necks to see the guitar god up close. Even Vanilla Ice seemed excited to see one of his contemporaries. Did I just say that??



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TORONTO SUPERCROSS

Now, for the real reason we were there - professional Supercross racing. Once the gate dropped for the first qualifier all of the pre-amble took second stage. Now it was about watching how the track was going to set up, which parts were going to be the most difficult, and who was going to be on it that night. By far, with Cole out, the most interesting riders to watch were Blake Wharton and Darren Durham. I love Blake's style. He rides the bike like it's his last day on earth, plus the fact that he may well be Slash's illegitimate son, seeing the hair flowing out the back of his bucket. With Durham, I will always have tons of respect for him after watching him ride in Walton last year. He looks like he would be a great guy to have on your team, plus he gives it his all out on the track. Barcia, well what can you say? The 450 class needs him and soon. He is just that much better than everybody else in the Lites class at this point. Maybe Deano will give him some fits in Vegas. I think young Ken Roczen is close but without a lot of SX experience under his belt, coming in to dethrone Bam-Bam is a tall order. I think the outdoors will fit him like a glove. Next year's SX series will be good to him.

A: The Rogers Centre goes neon for opening ceremonies

B: Blake Wharton on the gas with hair flowing.



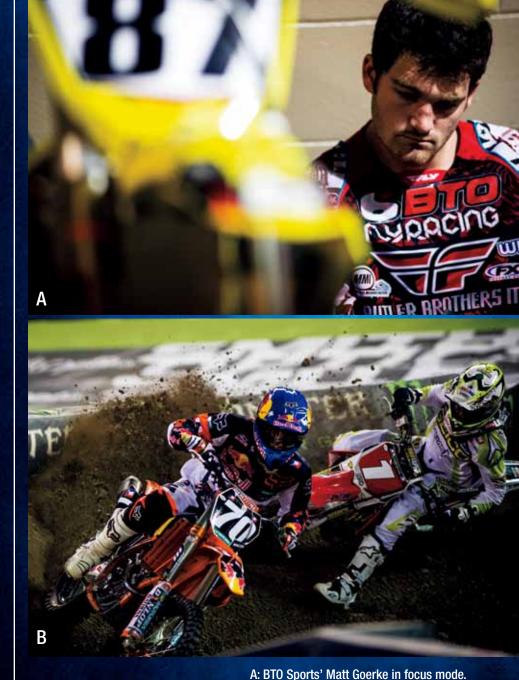






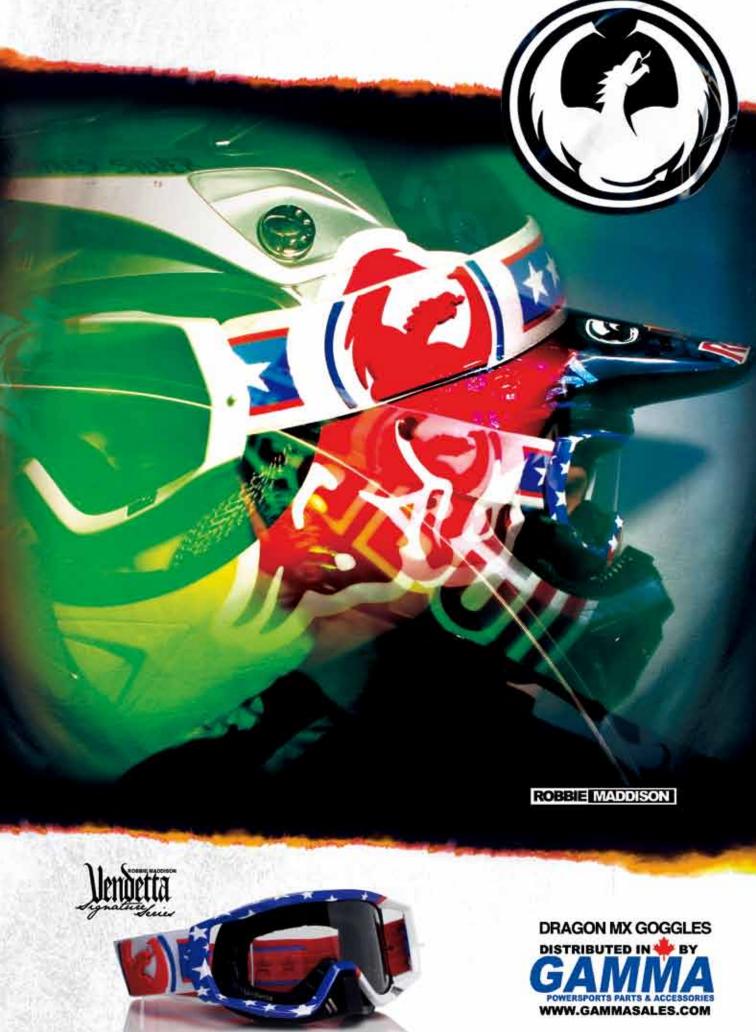
TORONTO SUPERCROSS

I think the most interesting part of the track was the whoops. They always are I suppose, being the one obstacle that can really be very different week to week. The rhythm sections have to be relatively close in order for the riders to even be able to make them. Sure, one week there could be combination options or a big quad or Dragon's Back, but all of these boys can jump. The whoops are what really separate the men from the boys. The Lites guys all had their issues in the whoops, but it was when we were watching the SX main that they really came into play. It was cool to see Brayton in the lead, something we don't see a lot of, and for the first few laps RV2 was having a hard time getting around him. From my vantage point it was all about Villopoto trying to find his rhythm in the whoops. Once he found the golden key. he passed Brayton with ease and took off. There were few laps in the beginning where he would get squirrely and have to back it down and look for another option on the next lap. We were looking at the whoops head on from our seats so it was a great place to see entry points, whether riders were skimming or jumping through, and which lines were the cleanest. I also think Bobby K had a few good lines through those big rollers. He was passed then made a few passes in there, learning them as he moved through. Bobby looked good that night. His 2012 SX run is going to be really good for his confidence coming into the outdoors. I know they are two different animals, but a certain mindset can make a big difference. We all know the results so let's not get into a race report, but I think we can all say that the Toronto track was the best it has been in a while. Moist soil, which dries to the right hardness on the track surface once formed, is the obvious recipe for success. I suppose our relatively dry winter helped the cause. No complaints that night although it would have been great to see 22, 5, 7, 29 and 41 skimming the tops of those whoops in search of a win. I was glad to see Windham on the podium.



B: Roczen and Barcia battled hard early but then

Barcia slammed him and took over the lead.



TORONTO SUPERCROSS

A: Riders awaiting their chance to get on the track.

B: Winner of the night and the 2012 SX Champion, Ryan Villopoto.

When a company like Clear Channel/Feld, or whatever you want to call them this week, invests in a series like AMA Supercross, they realize it takes time to mature in areas that are relatively new to the sport. There are many stops in the US with an awesome history that draw huge crowds, but there are other stops that require nurturing and even then may not be the right fit. We all know what happened in Vancouver: they came, they tried, and they left the rock filled moon dirt for somebody else to sort through. Same can be said for a few other US stops. Toronto was different. Maybe in the same way that the NFL is trying desperately to figure out a way to get a team into Toronto (starting with having a few Buffalo Bills home games per season at the Rogers Centre), professional sports markets want to be in the "Big Smoke". I think that is why Feld has invested in Toronto. They want to be there and I think it is starting to pay dividends. There is a chance that the majority of people who came out on that particularly wet night did not know Stewie, Reedy, Dungey, Shorty, Canadry (OK that one didn't work) were not racing, or maybe they did but didn't care. Maybe the regular SX fan in the GTA just likes the sport and the event. Maybe they don't care who is racing, they just want to be there. If that is the case then the sky is the limit because every year the crowd in Toronto is getting bigger. If ever there was a year the shiny luster of the "cool" SX series could have worn off, it may have been this year, but Toronto supported its SX stop.

They announced there were 48,000 spectators in the house; well somebody did. I don't think that number is accurate but visually there was more than last year, which was more than the year before, so the sport, as far as fans go, is growing in the GTA. By watching and listening to the crowd's cheers for battles, passes and wins, it was obvious to me the Toronto SX fan is a knowledgeable fan, which further proves Toronto being a viable stop. How was the crowd in New Orleans a few weeks later? A rhetorical question, we know the answer, not very good. Guess who won: Villopoto. That doesn't mean much, he wins most weekends, but it was either the lack of competition for a win or the fans in New 0 are still reeling from their NFL suspension?

I am already looking forward to next year's TSX but first we have a full season of Monster Energy Motocross Nationals to enjoy as well as the 2012 Montreal Supercross, so for now the 2013 TSX can wait. Don't worry. We'll all be there, in Spades!









MX NATIONALS PREVIEW

By Ryan Gauld

Photos by Marc Landry, Rich Shepherd, Tyler Spikman, Brent Martin and Carlos Aguirre

he 2012 season is going to be great just like the CMRC Monster Energy Motocross Nationals have been every year, but this year there will be some huge differences. Many of the riders have switched teams or brands. The most powerful team in Canadian history, Blackfoot, is just that - history. This year could be a year where the unexpected happens. You always go into the race season with the hope of not knowing what's going to happen, the hope of having multiple race winners, and the hope of having the fence at every round lined with fans and enthusiasts that drink cold beer and cheer for their favourite rider. I think this year we won't need to hope anymore. We won't need to pray to the moto gods to have all the above mentioned happen. 2012 will be a year to remember in Canadian moto history. With the loss of the Blackfoot dynasty and all the riders and teams that have made huge changes, expect to be blown away if you visit a race this summer. Expect to be a part of the history!!

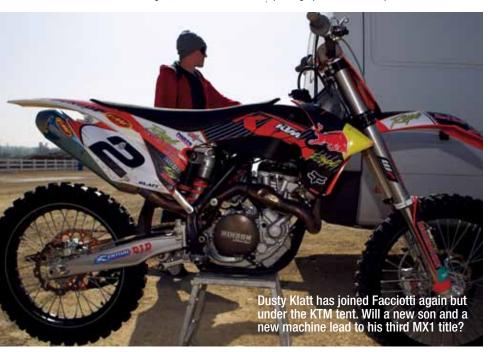
Let's break it down for you, shall we. The Blackfoot Motosports dynasty is gone. No longer will we be at the first round wondering if the BF crew will take all four motos. No longer will be betting on who will finish second. Blackfoot set a standard that no other team has been able to follow; the structure, discipline, organization, professionalism, work ethic and of course championships, from the guy that swept the trailer to the riders that dominated the past 12 years.



Blackfoot was/is the GOAT (Greatest of all time) of Canadian moto. There is not one person that could argue differently. But now it's time for a new dynasty to emerge.

KTM Canada went out and scooped up the top two riders, Colton Facciotti and Dusty Klatt, for their reign of terror on the MX1 class. Some may say they're buying a title, but hey, they want to win and made the right moves in the direction to win championships. Who can blame them, right? It's a marketing move and a smart one, but the question remains and will until the final checkers at Walton in August, "Was it worth it?"

Both Colton and Dusty know how to win, that's the easy part. Dusty also became a new daddy recently so he will have extra motivation from his new cheering section at the races. But will Facciotti and Klatt be able to adapt to the KTM like the Yamahas? Will they stay injury free? Will the bikes endure the thirty minute plus two laps? Will another rider finally step up and knock these two guys off the top step? So many questions; the answers will come in time. KTM has made solid moves and have a support staff that will provide everything the riders need. Now it's up to them to make KTM look good after picking up the #1 and #2 plates.



Now that Blackfoot is gone, Yamaha has taken a different approach to their race program. They have placed the money that would have been used for a single team and have spread the love across the country instead. They have some great MX2 pilots, which I will get to in a moment. Yamaha sponsored riders like Machine Racing's Kyle Keast and Schrader's young star Shawn Maffenbeier are two guys that could be dark horses for moto wins that will fight for every inch of that #1 plate. What hasn't been said about Kyle Keast? Fans love him because he is a "lunch box" racer, which means he works for a living and still kicks ass on Sunday. This year however he has taken time away from the job to focus on the nationals. A small miscue this winter had him sidelined for three months, but he is fully recovered and looking like the Keast of old. He fits the new Yamaha well and has hired Ryan Lockhart as his full time mechanic. Newf has been around for years and knows how to motivate. Keast doesn't need motivation, but the experience on and off the bike that Lockhart has could be that missing ingredient Keast needs to grab the title.

Will Bobby Kiniry be smiling like this in August?



Let's move over to Rockstar Yamaha OTSFF. They only have one, lone pilot in MX1, but he is a tough pilot. Bobby Kiniry can win this title, no doubt. Maybe the switch to Yamaha is what he will need to give him that extra boost to take down Klatt and Yotes. We have watched Bobby all winter race the AMA Monster Energy Supercross Series so we know he has time on that bike and looks to be having the best year of his career. Will all of this momentum carry into the Nats up north? Again, time will tell but you know what you get from the racer Bobby Kiniry - 110% effort every time he hits the track, and a winning attitude.



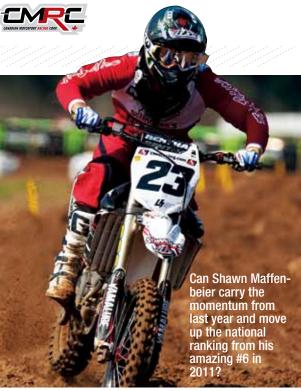


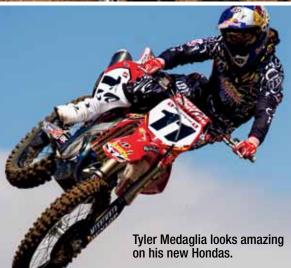
MX NATIONALS PREVIEW

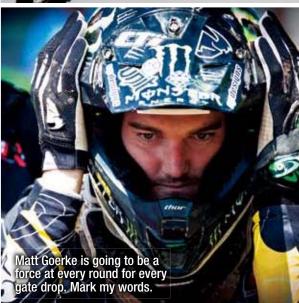
Shawn Maffenbeier has come a long way. I remember when he was a road block out on the track. You forget how young he is because he has been a Pro for so long. He set the nationals on fire last year by securing the #6 plate by year's end; the best national number from a Saskatchewan rider since Blair Morgan. He was so impressive last year that this year I expect nothing but a better showing. He should be so confident and so ready to do battle with the top guys. Could it be a one and done type of deal? I don't think so, he's the real deal. Expect to see that when the gate drops in Nanaimo in June.

There is one last team that could develop into the next dynasty. Monster Energy Leading Edge Kawasaki has been around for the shortest time of any of the major players on tour. They won a title in their second year in MX2 with Teddy Maier and have taken some overall wins. The team is based out west in Kamloops and full of really good people. This year they have a squad that could potentially take both titles. In the MX1 class they brought back Matt Goerke. This guy is a sleeper, for sure. He is so quiet on and off the track, but if he gets the mojo going early this year, look out! Matt could take the title with ease if the cards are dealt in his favour. Similar to Bobby Kiniry, Goerke has been racing the US Supercross Series in preparation for this summer's onslaught of the Canadian Nationals. He showed how good he is at Gopher Dunes last year, but his slow start (due to injury) kept him from making more of a mark on the frontrunners. If he's healthy and stays in it to win all year long, you could see the #1 go green. The other MX1 pilot is the biggest surprise ever - Tyler Villopoto. Yes, that's right, the same last name as the fastest man on the planet. That's because they're brothers. If you're like me and didn't even know there was another Villopoto, don't stress. Will this guy be a surprise this summer as was his signing with the team? Once again, that clock up in the corner ticking away will eventually tell us if he is good or a flop. Maybe we will all be blown away by this move. I'm sure there were some strings pulled by Monster and Ryan Villopoto to make this happen. Good luck Tyler and hopefully you make us all look foolish this summer. The last contender and the biggest threat not on a heavy hitting team is two time MX2 Champion Tyler Medaglia. Team Viral Oils/Troy Lee Designs/Powersports Honda/ Gopher Dunes Racing is the new team that Tyler will be riding for. He formed it himself along with the great sponsors mentioned. There is no question that Tyler will be a threat in MX1. The kid is fit, fast and hungry to prove he belongs in the premiere class. He came close to winning back in 2008, so he knows what it takes to last the 18 motos on the bigger machines. He also has more to fight for this year. Talon, his son, was born on the Sunday morning of Walton last year so you know that gives him some extra motivation. Watch for the #11 Honda aiming to take one of the #1s off his plate for 2013. That wraps up all the title contenders in MX1. One thing that's for sure, this is the year any one of these teams can start the new trend of domination. With Blackfoot out of the pool, all lanes are open.

MX2 is always the exciting class to watch no matter what country you're in or what style of racing it is: Supercross or Motocross. The reason for that is the riders are usually younger and full of piss and vinegar, basically living WFO, 24/7. The bikes are lighter and easier to hold the throttle tapped for the entire moto, which usually leads to epic battles. This year's MX2 class has some new blood, some old blood and some returning blood. It's hard to pick who the favourites will be. I think there are only two logical choices going into the series, not to say that wouldn't or couldn't change after the first round. Royal Distributing KTM Red Bull Fox pilot and multi-time national winner Jeremy Medaglia as well as past MX2 Champion (2009) Teddy Maier, who's is taking his #3 plate he earned in MX1 last year back to the smaller class, should be the odds on favourites as we head to Nanaimo for the opening round.







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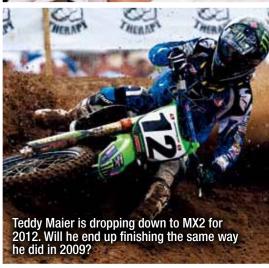


MX NATIONALS PREVIEW

Let's start with Jeremy. He is blazing fast, has hair like a model, and wants to win as badly as a fat kid wants cupcakes. He started out last year with a bang by winning the opening moto of the year and tying in points for the overall win. Some bike issues and an injury kept him from hitting the podium in the series but his speed was more than enough to keep him there. His inconsistency is his only Achilles heel. If he can be at the front of every moto and not let the little things distract him, then KTM could be wearing that plate again that they lost in 2009. Teddy Maier is coming back to MX2. Why you ask? I have no idea. Maybe he likes MX2, maybe the 450 was a little too much or maybe it's the simple fact that he has won the MX2 title before and feels he can win it again. From what I've heard, Teddy is super excited to be back in that class. Excitement and confidence can be a deadly weapon but it also can hinder you if not used properly. I'm sure he knows that. He needs to enter the series the same way he did in 2009 and just be smart, consistent and fast. All three are very easily attainable for Teddy, plus he's on superior equipment under the Leading Edge tent. Monster Leading Edge Kawasaki is also bringing back Tyler Sjoberg. This kid could be the sleeper this year for the MX2 class. He showed signs of amazing speed and talent last year but didn't put a whole series together. Now he has a second kick at the can. Will it be different? Most likely! He knows the racers, the tracks and the scene. It's now up to him to make it happen. Kyle Beaton will be back in MX2 action this year. I know he is so pumped that round one is at Nanaimo where he has had many years of success. Let's just hope he makes it through. The last three years have not been kind to young Beats at opening rounds (well last year he got hurt during the winter), but I think this year you will see a different guy in the pits and on the track. Beats knows that if he fails again the phone may not ring for another chance. Many have picked him as the title contender since 2006 but he has not been able to come through. This will be his 10th year as a Pro in MX2. The time is now to make all the bad go away and move into the spot where we all know he belongs.

Now to the list of Yamaha riders that could make waves in the series. First off the Allison twins. Parker and Jared. They gave it a shot in MX1 last year and fared well. Both had flashes of brilliance but never seemed to break through the way they were hoping. It's now back to MX2 which is where they are considered contenders. Think to what it did for two-time champ Tyler Medaglia when he moved from MX1 back to MX2. I would say it worked out pretty well and maybe the same fortune can come for one of the Allisons. These kids work hard, and have a great family and support staff behind them. It would be awesome to see either one of them hit the box or win a race. Spencer Knowles has moved back to the Yamaha stable. He has given it a pretty good shot at the nationals the last few years but never seemed to rise to his full potential. Will 2012 be the year the real Spencer Knowles stands up? I sure hope so. The kid has all the potential to become one of the best this country has ever seen; he just needs to believe it. Dylan Kaelin is making his way back to the national circuit, well the full national circuit. He contested all the eastern rounds in 2011 after getting hurt the winter prior. This kid is a fighter and that's what I love about him. He always seems to bounce back from anything in his way. He now seems to have found a home with "blue is true" and Yamaha Canada. The bikes are strong, he is fit and ready. This year will be a good year for Kaelin. He won't win the title, but he will turn some heads, guaranteed. The last one on my list who will finish well and maybe hit the podium once or twice is Rockstar OTSFF Yamaha rider Richard Grey. I am a tad biased for this kid because I taught him since he was 5 years old. The kid is all talent but now seems to be right into training as well, which could lead to some really good finishes and a surprising summer. The OTSFF team is not putting any pressure on him because they hired Grey with the future in mind. A relaxing summer and positive thoughts could all lead to big smiles...maybe. There ya have it; the CMRC Monster Energy Motocross Nationals are set. The riders, the teams, the fans and the sport will see what goes down starting on June 3rd in Nanaimo at the Wastelands, Who's your pick? TANK











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YOUNG AND ON THE RISE DYLAN KAELIN

By Ryan Gauld

The young talent in Canada is growing thick. Kids today are wide open and love the sport of motocross. Last issue, we talked about Shawn Maffenbeier from Saskatchewan, a young racer undoubtedly on the rise in the sport. For this issue, Dylan Kaelin from Ontario gets the spotlight. Dylan has come a long way in such a short time. Recently celebrating his 19th birthday, Dylan has been through the ringer with injuries but has also shown he has the speed and ability to be one of the best. "Young and on the Rise" is a column that highlights the

talents of today's youth in Canadian Motocross. Dylan Kaelin is full of passion, and it shows each and every time you watch him ride. The kid is all heart and has the typical moto story with amazing family support, a beer budget and dreams of becoming a champion.

It all started for Dylan on a PW50 back in the late '90s. "My Dad always had a bike he kicked around on but never really was a racer," shared Kaelin. "I rode it once and I kept bugging him and bugging him to get me a bike. From there I went to Walton the year Justin Thompson won

the Bronze Boot. I just sat on the roof of a van and watched motos all day. I was hooked. My Dad bought the PW a couple of days later for me." When talking to Dylan, I could tell that reminiscing was special to him. Participating in racing was tough for his family. They were not well off by any means but Mom and Dad wanted to make Dylan happy so they did whatever it took to do that. "My first race was in 1997 at Auburn Hills Raceway. I remember pulling over and stopping whenever I got lapped," laughed Kaelin.



Dylan raced CMRC from 1998 to 2002 with limited success, but his passion for racing continued to build. In 2000, Dylan won the 4-6 class, which is when you could tell Dylan was on the road to making a career out of the sport. "I remember in 2001 in the 7-8 class, it was stacked. So many big names that year that you still see racing: Benoit, Bobby Davies, Jordan Churcher, Tyler Rayner and more. It was awesome that year. In 2002, we raced a bunch in the US to try to qualify for Loretta Lynn's. I actually won my regional but I had bad luck at Loretta's due to bike problems. That year ended badly when I broke my femur at Walton," said Kaelin.

Dylan explained that it took him nearly two full years to get back to the racing scene. The injury really played on his mind and he found it tough to make it back to the sport he loved so much. A string of injuries plagued his career from 2003 to 2006. One bright spot was a mud moto when he was chasing Cole Thompson but eventually

crashed and took 3rd in the 80 class that year. As I chatted I could tell that Dylan didn't really start to shine, other than some 50 stuff, until he made his way onto big bikes as a 12 year-old in 2006. In 2007, he dominated in Junior. Dylan really showed that hard work and determination to reach his goals would pay off. The next year saw him take home two Intermediate titles and miss the third due to a crash caused by a downed rider and the flagger not paying attention. In 2009, he raced Intermediate again but also rode selected MX2 eastern nationals as an amateur. In the worst mud race ever in Ste-Thècle, Quebec, Dylan surprised the entire field and grabbed the fastest lap time in practice that earned him the top gate pick for the first moto that day. "The track was way better for us than it was when the fast group went out. I got a little lucky but I also was riding well. I made my own luck that day. It didn't pay off so well in the motos but I will always have that memory in my mind of getting the #1 pick for the first moto,"

stated Dylan.

I really started to notice Dylan in 2010 when he and his Dad took to the road and followed the western Nationals. He scored impressive moto finishes, well inside the top ten. The kid with #41 on his Suzuki showed that passion, determination and hard work can really get you somewhere. A fan on the sidelines loves watching a racer that doesn't have all the money and support but still makes it work out on the track; a lunch box racer giving the factory boys a run for their money. Even though things were going really well, the injury bug came up and bit Dylan again at Calgary that year. Again he returned but got hurt again at the Ste-Julie round the same year. All the promise Dylan showed was overshadowed by him constantly being on the sidelines. "It's so tough to be young and injured. You know you can heal and make the comeback, but when you're hungry to race and you can't, it's the most depressing feeling out there. Most people will never feel like 🛶

YOUNG AND ON THE RISE DYLAN KAELIN

that so it's hard to understand, but man those days healing on the couch were so tough," says Kaelin. Injuries are a part of our sport, there is no denying that. The maturity that Dylan has shown by coming back from injuries at such a young age is very impressive. He was injured again at the start of 2011 and was forced to miss the western half of the series. At that point. most of the critics figured Dylan was done. Injury after injury was piling up but they all forgot that he was only 18 years-old. Well, he reminded everyone at the final five stops of the eastern leg when he scored top ten finishes each and every round, plus finished 9th in the series even after missing four rounds. It was remarkable to say the least. This solid end to 2011 had people talking. and finally a factory stepped up to help Dylan in his pursuit in 2012. Yamaha Motor Canada along with Hully Gully in London, Ontario will support Dylan with his charge at the 2012 Monster Energy Motocross Nationals. It's well overdue and definitely earned by this young, rising star.

Dylan was an easy pick for this story because he's young and on the rise. The rest is now up to him to make the best of what he has, which is a great opportunity with a supportive manufacturer and great shop behind him. "I love this sport. I hope to be riding like you and Chuck Mesley when I'm 30. I say that and know it's a long time away but I can't imagine doing anything else. It's all I know and all I want to be involved with. If I'm forced to retire or just quit on my own terms, I still want to work in this sport. I have met the best people and made some amazing friends. It's my life so why change it?" shared Dylan. I like this kid and I hope he stays around for a long time. He's good for the sport, has a likeable personality and the talent to become one of Canada's greats. Dylan Kaelin is young and on the rise!!







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YOU CAN'T GO RACING WITHOUT GREAT SUPPORT

By MXP Staff

ponsors are such an important part of motorsports. Whether a sponsor is supporting a young racer, a local track or the Monster Energy Motocross Nationals, sponsors are a vital part of racing. The sponsors that support the Monster Energy Motocross Nationals are among the most valuable in our sport. Getting to know them is something all racers should strive to do. They are supporters of our sport; companies that sink their dollars into programs in which racers in Canada aspire to become part of. Supporting the only National series that visits five provinces across Canada gives sponsors the opportunity to connect to racers and supporters in a way that is unique to motocross. With the Monster Energy Motocross Nationals just around the corner, we talked to the National series sponsors to learn about them and a little about why sponsoring the series is something that is good for their business.

Kawasaki

Jeff Comello – Canadian Kawasaki Assistant Marketing Director

At Canadian Kawasaki, we have a proud tradition of racing and supporting racers. Since the inception of the CMRC Motocross Nationals, we have had the pleasure of supporting many great racers and teams. Whether it was Blair Morgan in the early stages of the series, Darcy Lange throughout his entire career or today with the Monster Energy Leading Edge Kawasaki team, we have proudly battled on the track for the coveted Canadian MX Championship. Supporting Canadian motocross provides us a unique opportunity to showcase the talent of our riders and the strong capabilities of our KX machines. These efforts, combined with other marketing initiatives, allow us to directly connect with the enthusiasts that ride them, at the track, via the web or in print. The coast-tocoast series allows us to reach every region, meet Kawasaki's loyal Team Green customers

and to find new ways to better serve them. We are a proud supporter of Canadian motocross and look forward to another strong year in the Monster Energy Motocross Nationals.



Bryan Hudgin - Yamaha Motor Canada Race Director

As always, Yamaha is highly involved with the motocross nationals for 2012 as both a series participant and sponsor.

The amount of riders we will support this year has grown dramatically, and all of them, with the exception of one, are Canadian riders. This is important to Yamaha because when those riders line up at the track, they don't only represent themselves. They represent their family, friends, and local dealer who are all likely to be supporting them at the track. Their efforts help to influence those people as well, so it's important to support Canadian riders and

dealers to keep the motocross industry vibrant.

From a sponsorship point of view, the motocross nationals are a fantastic advertising vehicle for us. A national TV package, in-depth print and web media coverage, and well attended events that run from coast to coast give us a chance to talk to a family and younger demographic that can be hard to reach. It also gives us a chance to support 'the Yamaha family' and give back.

The above reasons notwithstanding, there's no thrill like racing. The 'mud, sweat and gears' of the Nationals always give Yamaha a chance to show that racing is our passion and it's in our blood. We make products that allow people to reach their hopes and dreams. To see that play out at tracks all across the country is satisfying for a manufacturer. We wish all competitors, teams and fans a safe and successful 2012 season.



Danny Brault - KTM Canada Marketing Director

This year is undoubtedly the biggest yet in the history of KTM Canada! We've won MX2 titles and scored MX1 wins, but with Canada's fastest two MX1 racers signed on, Colton Facciotti and Dusty Klatt, and the young warrior, Jeremy Medaglia, on the hunt for MX2 glory, the KTM Red Bull Royal Distributing Team won't be satisfied with anything less than two #1 plates. There are no excuses; we have the best riders, mechanics, suspension and engine builders, and passionate sponsors like Red Bull, Royal Distributing and Fox backing us to the fullest extent. KTM doesn't support Canadian motocross because we have to, but because it's what we do - we race.



Rob Retzaff- Smith Optics General Manager

Our goal at Smith Optics is to support all levels of motocross; from young hopefuls at Loretta's right up to the Pros, and ultimately our AMA Supercross series sponsorship. The same holds true up here; we are passionate about Canadian racing at all levels. We have a great grassroots rider support program dubbed "Smith Soldiers" which also spreads through ski, snowboard and bike. The Monster Energy Leading Edge Kawasaki Team is returning as Smith's premier team in Canada, along with Yamaha/Machine Racing's Kyle Keast. Local Track involvement is key to regional success and we'll be working with some of the best tracks across Canada from Wild Rose in AB, X-Town in QC to Motopark here in Ontario. And of course you can't leave out our involvement CMRC's Monster Energy Motocross Nationals.



Scott Dewey - Goodyear Dunlop Tires National Sales Manager

Dunlop has a strong racing heritage and when the opportunity to become an official partner of the CMRC Monster Energy MX Nationals presented itself, we jumped right on it. The quality of the racing, venues and riders made this an easy decision for us to support this series and showcase our championship winning products. We have made a significant effort towards increasing our brand awareness and market share in Canada, and our participation in this series plays an integral part. I spend the vast majority of my time travelling all around North America conducting business and I always look forward to my trips to Canada where I have made some great friends and acquaintances in the racing community. The atmosphere at these events is friendly and relaxed without sacrificing the level of professionalism that is expected and ultimately portrayed.



Lee Hindle - Hindle Exhaust Director of Operations

"We are excited to be CMRC's official exhaust sponsor again for 2012. As a Canadian company, we are happy to support a series that keeps motocross alive and exciting in our country. The CMRC has a great following and surely delivers some exceptional racing," says Lee Hindle, Director of Operations at Hindle Exhaust Systems. "Our 96db and under muffler and system are performing well and putting out great power. We are grateful for our riders that are constantly providing feedback from track time and races, which helps improve our product even further. We are very proud to be teaming up with Blackfoot Direct and the Allison brothers for 2012 aboard the YZ250Fs. Looking forward to a great 2012 race season. See you at the races!".



Johnny Jump - K&N ENGINEERING Powersports Brand Manager

K&N is very excited to become the Official Air and Oil Filter of the CMRC Motocross Series. Becoming involved with the most extreme motocross venue in Canada is a necessity for us to prove our products' key benefits; increased performance and excellent filtration.

While our roots began over 40 years ago in off-road racing, we have only expanded our product offering of performance, long-life filtration products ever since. It's one thing for our XStream Series Motocross Air Filters to be used by top riders and teams in the CMRC MX Nationals, but we also are able to supply these riders and teams Performance Intake Systems

for their trucks and haulers, Heavy-Duty Air Filters for the Semi Trucks and Synthetic Oil Filters for use with their modern-synthetic oils in all types of vehicles. K&N has always been a firm believer in supporting high-levels of racing in all facets of Motorsports. Not only proving the products' value and strengths but also getting consumers to the races, providing enjoyment for the fans and motivating future generations on the values and excitement of the racing community. The CMRC Motocross Series has some of the most intense racing, impressive TV coverage and probably the deepest involvement of fans, industry representatives and sponsors that a race series could hope for. We at K&N look forward to the 2012 CMRC Motocross Nationals getting under way. With any luck, we may top the podium a time or two and bring home some race wins along the way. Either way, we're in for some good racing!



Marco Poloni – TCX Sales & Marketing Director

We are very proud to support MOTOVAN, TCX's distributor since the year 2010, in the sponsorship of this prestigious CMRC Championship. Since 1999 we have produced high quality motorcycle boots for all disciplines and in particular for the off-road sector. We offer products with the highest technological content to grant our consumers the maximum safety - thanks to our patented Torsion Control System that control the over extension of the ankle and high performance to face even the hardest race. We are sure that this important partnership will provide TCX great visibility and a positive boost to increase the image of our brand in the Canadian market.



Todd Lentz - EVS Sports Director of Sales

EVS Sports is pleased to announce its partnership with Motovan and the Canadian Motosport Racing Corporation (CMRC) for the upcoming 2012 Monster Energy Motocross Nationals. EVS Sports is both proud and excited to be a part of this elite series for the upcoming season. Supporting the CMRC and its athletes by showcasing our complete line of innovative safety products will not only help in our mission to spread the word on safety but

to most importantly keep athletes safe.

According to Todd Lentz, Director of Sales at
EVS Sports, "One of the greatest things about
celebrating 2012 is the new opportunities we
can begin to create. With that being said, we
couldn't be more thrilled to start a new chapter
with the CMRC and Motovan. The upcoming
Canadian Motocross National Series is the
perfect place for our company to show more of
the Canadian market what EVS is all about. This
opportunity will allow each company to flourish
and thrive upon the large number of athletes in
which we'll be exposed to."

MOTOVAN Com

Mike Paladino – Motovan Director Of Marketing

"Motovan Corporation is proud to continue its support of the CMRC's National series for 2012. The motocross market is an important segment for Motovan and having a strong series that young Canadian riders can aspire to is a key factor to its growth in Canada. At the professional, amateur or recreational level, supporting the sport of motocross has always played a big role at Motovan. Our goal is to have more people participating so that motocross riding remains a desirable activity for riders of all ages. It is also important that motocrossers have access to proper equipment and safe tracks. I would like to take this opportunity to thank the vendors who are involved in supporting the 2012 National Series: Zox Helmets, TCX Boots, One Industries Apparel, Drift Cameras, Motul Lubricants, EVS Protection Gear, Dunlop Tires, Hindle Exhausts, K&N Filters and EBC Brakes "



Garrett Andrews – Motul Marketing Coordinator

"We're happy to support the CMRC national's for the second year in a row. With the CMRC national's being the top Motocross series in Canada and Motul's roots coming from racing, it is a perfect partnership. We at Motul look forward to a positive 2012 and another year of great racing!"



Olivia Rees - Drift

Drift is extremely excited to be the official action camera provider for the 2012 CMRC Monster Energy Motocross Nationals. This fantastic event really demonstrates the enthusiasm and dedication of the motocross fraternity, and we're looking forward to some exciting footage! Drift action cameras, the world's most innovative action sports technology company, produces a range of Point of View Camera products which offer wide-angle recording capabilities to capture all your adventures and activities. The Drift HD action camera include key features for motorsports enthusiasts including: integrated LCD screen, wireless remote control, 300-degree rotating lens, 170-degree field of view, goggle and helmet mounting options and professionalgrade 1080p/30fps and 720p/60fps highdefinition video settings. The external mic is a preferred accessory for many motorsports customers as it clearly captures the audio of the user in action, despite all the noise generated by motors. Alongside this, Drift is proud to sponsor the OTSFF Rockstar Yamaha Team with some superstar MX talent including American racer Bobby Kiniry and Canadian sensation Richard Grey, who I'm sure will be making some serious tracks and impressing the crowd as always. Drift is always pleased to support great ambassadors in the action sports community, and we're delighted to be able to support the team throughout 2012.



Lisa Jaggard - Marin Bikes Canada VP of Operations

Originating in the birthplace of Mountain Biking, Marin County, Northern California. Many of us involved at Marin Bikes have watched the rapid growth of the extreme sport revolution of which Motocross is without a doubt at the top of this list! With more & more extreme athletes utilizing Road & Mountain Bikes for training purposes, we wanted to get involved and we couldn't be more excited. Marin Bikes has started off by supporting two of the top teams in the CMRC Nationals, the OTSFF Rockstar Yamaha Team featuring Bobby Kiniry & Richard Grey and the Royal Distributing KTM Team featuring Canadian MX1 Champion Colton Facciotti, along with MX2 title contender Jeremy Medaglia. To make it a real family affair, Marin has also supported KTM's own Jocelyn Facciotti, one of Canada's great female motocrossers!

The CMRC National Series with its coast to coast venues, National television coverage, and its close partnership with MXP Magazine offer unprecedented opportunities for Marin Bikes to spread our brand's awareness, and what an exciting way to go about doing this!

With the recent announcement of the retail giant Royal Distributing now offering Marin Bicycles as part of their business model, it was just a natural fit to get involved! Everyone @ Marin Bikes wishes all the extreme athletes who participate in CMRC Racing throughout Canada a thrilling & safe racing season! With our home offices based near Nanaimo, BC, we hope to see you all at Round 1, June 3rd, 2012.



Garry Gallagher – EBC Brakes USA EBC Brakes USA Race & Tech Rep

EBC Brakes has a long history of involvement in the Canadian Marketplace and over the years have supported many aspects of CMRC Amateur & Professional Racing in Canada. EBC Brakes USA Race & Tech Rep, Garry Gallagher said, "The CMRC National Motocross Series is Canada's premier outdoor Motocross racing Series and brings together the top Motocross racers from Canada, the USA, and many other countries. This is a great race series for EBC to showcase the performance and quality of our motorcycle brake and clutch products"

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Tylor Donnelly - Suzuki Canada Inc. Sales Manager

Suzuki Canada Inc. is proud to support what no doubt will be another action packed CMRC Monster Energy Motocross Nationals for the 2012 season. With the economic struggles over the past couple of years and budgets getting tighter and tighter, Suzuki Canada Inc. can feel confident in supporting a series that is professionally operated with a top notch TV production that gives our Canadian riders a world class stage to showcase their talents. Suzuki Canada Inc. has been a strong supporter of Canadian motocross and grassroots racing for many years and will continue to support the sports that matter to Canadian motorcyclists. Motocross/Off-road riding was the introduction for many of us to the motorcycling world. In a time where video games and electronics rule, it is important for us to support this type of riding to grow our industry and introduce new riders to a sport that promotes physical activity and outdoor living. We look forward to another exciting season!



Nelson Phillips - Monster Energy Canada National Marketing Manager

The CMRC Motocross National series sponsorship and Monster Energy's affiliation in Canada began with Billy Whitley's team in 2007, and it was, in our opinion, a great platform for Monster Energy to launch our introduction into Canadian Motocross. Since 2007, our presence has continuously grown stronger in Canada with Motocross, as well as other sports. I believe that when people think of Motocross and Supercross they instantly think of Monster Energy and that is the type of branding we strive for.

The Monster Energy Motocross Nationals offer us a unique opportunity to bring an intense, exciting brand of sport to areas and regions that often do not have the opportunity to host these events. The focused attention on the series by all media and motocross fans makes the National series the key placement for the Monster Energy brand. Motocross in Canada

is our project. We will continue to support the sport because we love it and continually look at new ways to do it. We are in for the long haul. We have so much invested in the sport, we couldn't just pull out. We have made a large commitment to be there and we aren't leaving anytime soon.



ONE INDUSTRIES

One Industries' new affiliation with Motovan Corporation as our exclusive Canadian Distributor allowed us this opportunity to connect with Motovan and their long term relationship with the CMRC and their Pro Nationals. We couldn't be more excited to be involved; this has always been an exciting series!

One Industries is totally committed to the Motocross Industry on numerous fronts, least of which is our complete line of Motocross apparel. With our strong involvement in Motocross with top riders like Justin Brayton, Blake Wharton, Martin Davelos, Jason Anderson and more, we're in a great position for exposure for our brand in the USA race scene.

During this new distribution transition period in Canada, One Industries felt that one way to show our support to the Canadian marketplace was to support the National Motocross Series. Due to timing, we were late to get many opportunities to vie for any team affiliations but this is something in our sights for the future. In the meantime you'll see many individually supported racers lining up to the starting gates in 2012.

One Industries looks forward to a long affiliation with CMRC & Motovan going forward. Good luck and safe racing to all the participants in what should be a truly dynamic 2012 season!

Bob Ketchum, Sales & Marketing Director – One Industries



Royal Distributing - Canada's Power Sports Leader

Since 2004, Royal Distributing has been a huge supporter of the CMRC MX Nationals! Royal Distributing's dominant influence in the

Power Sports Retail Accessory Market has been dramatically enhanced through Royal's strong commitment to racing in both the Summer with Motocross and Winter with Snowcross.

Scott Spark, President of Royal Distributing commented, "Our long term relationship with the CMRC & the KTM Factory Team has been a major factor in keeping us motivated over the years. We're all racing enthusiasts here at Royal Distributing and the CMRC National Motocross Series is a great forum for us to participate in!

Founder John Mochrie stated, "Royal Distributing always strives to be the best, so we're looking for Championships and so is everyone at KTM! This could be our strongest year yet! Having Colton Facciotti, Dusty Klatt, and Jeremy Medaglia is everyone's "Dream Team", and for 2012 Royal & KTM has them! We can't wait for the gate to drop in Nanaimo!

Mark Fries, Marketing Director continued, "The CMRC Monster Energy Motocross Nationals is a big part of Royal's marketing strategy. This coast to coast series provides solid returns on our investment. With the unmatched television coverage, the excellent coverage by MXP Magazine, plus the focus directed to our ever popular Royal Distributing Holeshot Awards, the Nationals are where the action is and that's where Royal always wants to be front and center!"

Paul Messier, one of the Royal business partners and former motocross racer from back in the good ole days added, "Everyone at Royal Distributing wishes all the racers who participate in this 2012 series a safe and successful year! Just keep the podium clear for Royal KTM!"











MXP MAGAZINE LAUNCHES NEW AND IMPROVED WEBSITE!



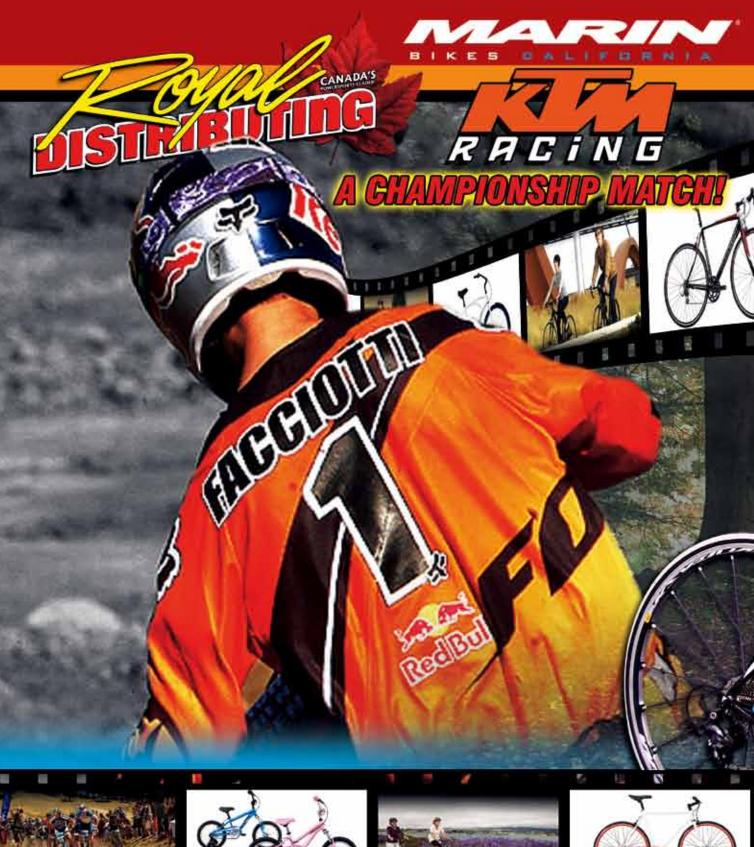
"Our old site was good but it was time to make a change," says Editor, Ryan Gauld. "MXP is dedicated to giving back to the sport. With programs like "MXP Leads the Way", where we donate \$1500 to assist three Canadian riders to race the Delmont round of the AMA Motocross Championships in September 2012, the "MXP Charity Event" that takes place in the fall of 2012 where money will be raised for the Injured Riders Fund, and now the new website, there is no question that MXP is here for the long haul and will do everything to help the sport grow. Be sure to check out www.mxpmag.com and give us your thoughts on the new look. E-mail gauldy@mxpmag.com



Now it's easy to get all the dirt on Canadian Motocross with your mobile device when you can take your copy of MXP with you.









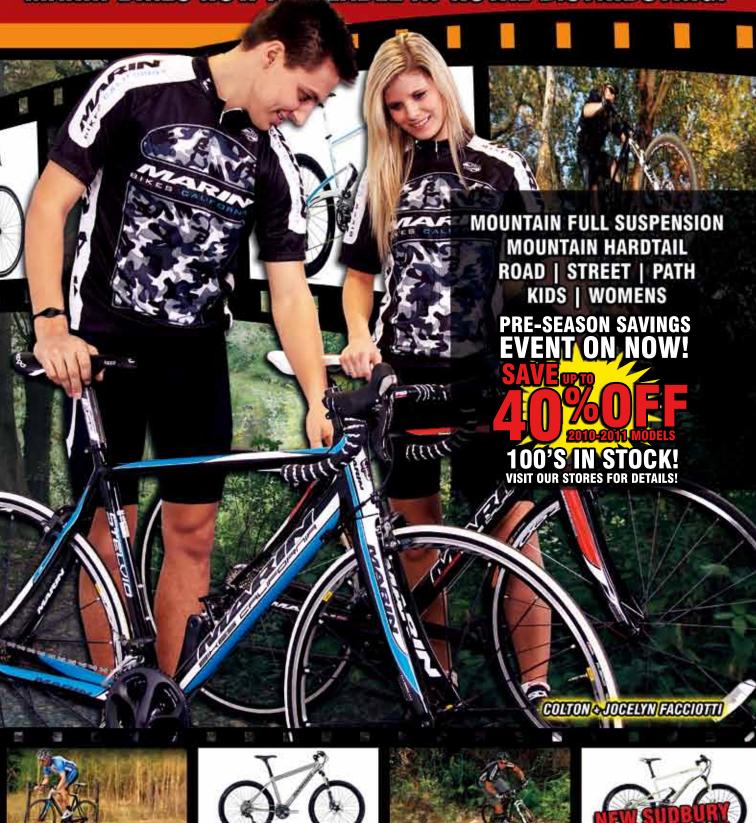






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THE CAN'T MISS KID WHAT EVER HAPPENED TO STEVE BULYOVSKY?

Anyone who raced CMA motocross in Southwestern Ontario during the '80s will remember the name Steve Bulyovsky. Steve burst onto the local scene in 1985 and was soon dominating the highly competitive 80cc A class. By 1986 he won his first National Schoolboy Championship and in 1987 he put together what could arguably be called the most successful season in Canadian motocross history by winning not only all three Junior class titles (125, 250 and Open) but also bagging all three Senior class championships as well. His star was well and truly on the rise. A mere five months after racing his first Junior class moto, at the tender age of fifteen Steve Bulyovsky lined up for his inaugural Expert race at the legendary Copetown circuit in the fall of 1987. Yamaha Canada took notice and offered Steve a factory ride for his first full Expert season in 1988. His first Expert season was also to be his last. After the '88 season he disappeared completely from motocross and I always wondered. What ever happened to Steve Bulyovsky?

Through the help of a mutual friend I was able to track Bulyovsky down. It wasn't really all that difficult as he currently, along with his brother, is the owner / operator of Canadian Auto Associates, a large automotive import/ export business based in Guelph, Ontario. Would he even be interested in speaking to me about his career? He had been out of it for so long that he might not have the slightest desire to talk about it. Thankfully, when I did reach him by phone, he was more than happy to share his story with me. Bulyovsky, a Guelph native, got his start in motocross pretty much the same way as most of us did. In 1976 when he was just four, his father picked him up a Honda MR50 mini bike. Steve took to it immediately and practically rode the wheels off the little bike. By the time he was eight he was competing regularly in the Hully Gully house-league Saturday Series aboard his 1980 Suzuki RM 60. It was at these events that he got his first real taste of racing and after a couple of seasons of house-league moto his father decided it was time to make the jump up to the highly competitive CMA circuit. By the spring of 1985 the family was 100% in, so much so that Steve's father hired former Canadian National Champion and Ross "Rollerball" Pederson's mechanic Al Logue to be a fulltime riding coach and mechanic for the kids. They also started showing up at the races in a 40ft long Class A



How many of us have a photo just like this one in our family album? Steve and his dad roll the MR50.

motorhome hauling a large air conditioned enclosed trailer complete with workshop and multiple practise and race bikes. While a set up like this is not an uncommon thing to see at the races these days, it must be noted that back in 1985 we were still in the era of three rail trailers and pick-up trucks. It was certainly not even all that common place to see someone pulling in with a cube van or an enclosed trailer for that matter so when the Bulyovsky's would wheel into the track with their full set-up it raised more than a few eyebrows, for sure. And the paddock wasn't the only place where people's eyebrows were being raised as week in and week out young Steve was battling it out on the track with the likes of older, more experienced riders like Marty Burr, Chris "The Juice" Lemmon and Chris Pomeroy, to name but a few. It was at around this time that, as a casual observer, I noticed the professional manner in which Steve and his whole family conducted themselves at the track. There was none of the running wild in the pits with other kids or the screwing around, which you see guite a bit on any given weekend at the track. Even at that young age Steve was very serious and businesslike at the races. When I asked him about it he said that even though he was only thirteen at the time he understood the fact that his father, a Hungarian immigrant whose family came to Canada with nothing in 1956, worked his ass off every day of his life in order to provide him and his brother with absolutely everything they needed to go racing and be successful. And even though he was having a lot of fun, it was serious business to him as well and he

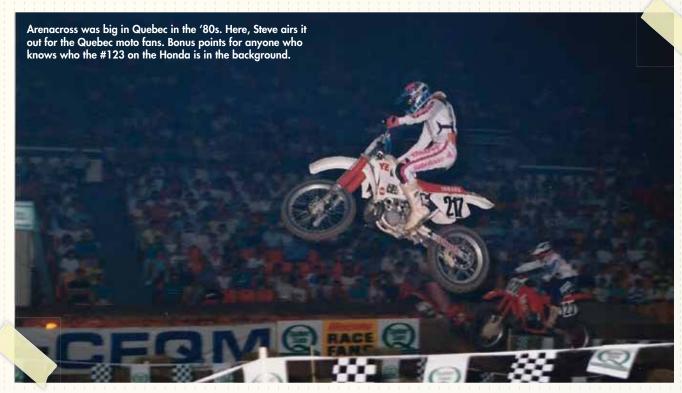
wanted more than anything to do well. While 1985 was an excellent season, it was 1986 when things really started getting good. With the departure of Burr and Lemmon to the big bike classes Steve began totally dominating the 80 class. The kid just never lost. He seemed to pull every holeshot and ride a flawless race every time he was out on the track. The wins really started to pile up, and not just in Ontario either. The family made plenty of trips down to Michigan so Steve could mix it up with District 14 hot shoes like Brian Swink and Johnny Kitch Jr. A trip out west to Aldergrove, B.C. yielded Steve his first National Championship in the Schoolboy class, and in August they made their first trek to Tennessee for the US Amateur National Championships at Lorretta Lynn's where Steve finished a very credible 8th overall in a stacked 80 A STOCK field that boasted names such as the aforementioned Brian Swink and Johnny Kitch along with Talon Vohland, Jeff Emig and Damon Bradshaw to name but a few.

While '86 would have been considered by many as a dream season, it actually paled in comparison to what Steve was about to pull off in 1987. When the schedules were released the following spring both Steve and his dad noticed immediately that the Junior National Championship was taking place in St. Jean de Baptiste, Manitoba that year and would be

followed up a week later by the Intermediate National Championships which were to take place at two separate facilities on consecutive days in Alberta. Back then the Amateur Nationals moved around and were hosted by different facilities every year. The plan was hatched that if Steve did well at the Junior Championships he would immediately move up to the Senior classes and try his hand at those as well.

Things couldn't have gone any better for Steve than they did at St. Jean de Baptiste, Manitoba. He swept all six motos of the classes he entered and won the 125, 250 and 500cc Junior National Championships in a convincing fashion. His work was only half done however as the family packed up and made their way to Scotford, Alberta. When they arrived for the Saturday portion of the Senior championships. they were greeted by a total sand track. Steve immediately liked what he saw as he frequently raced on the sand based circuits in Michigan. In fact he had raced the entire District 14 Spring Series in Michigan that year and almost all the tracks featured a lot of sand. Sand is definitely a surface that can be very difficult to race on if you are not used to it. His confidence was buoyed and he went out and won his first 125 and 250 motos. His dream of capturing all three Senior titles almost came crashing down during his first 500 moto when he cartwheeled the big

YZ 490 off of a jump that he had been easily clearing on his smaller and lighter machines. After remounting and charging through the pack, Steve then tangled with another top Ontario prospect that made the journey out west, Brian Koster. Koster, of course, is well known in Canadian moto circles these days as half of the announcing duo for the Canadian Nationals on television. He recalls that he had just recently recovered from a broken ankle but was running up near the front of the pack when the two tangled. Although he did remount, fatigue got the better of him and Brian faded back to 8th by moto's end. "Oh well, it was a great experience," remembers Koster. "Me and the guy I went with had a blast! Buly was the man winning all 3 tittles!" Indeed Steve was the man that weekend as he swept the remainder of the motos the following day in Carbon, Alberta and won all three Senior titles. Within the span of a week Bulyovsky had captured six Amateur National Championships. An awesome feat that has, to my knowledge, not been duplicated before or since. With his confidence now at an all-time high, Steve set off once again for Loretta Lynn's determined to improve on the 8th overall he had carded the previous season. Unfortunately Steve broke his ankle in practice at the event and his quest for an American title to go along with his seven Canadian championships had to be put on hold.



THE CAN'T MISS KID

WHAT EVER HAPPENED TO STEVE BULYOVSKY?

1987 had been an incredible season; six Junior titles won. Check that one off the list. Six Senior titles won, check that off too. To top things off Steve had the cast on his ankle removed prematurely so that he could line up for his first Expert race at Copetown in the fall. In the span of a few months he had taken the big step from first year junior rider to Expert. The buzz surrounding Steve at this time was substantial. He was being tapped as the heir apparent to Ross Pederson. Yamaha Canada's Motocross Team Manager at the time, Mark Stallybrass, offered a factory ride for the following season. John Mochrie from Royal City Cycle, a long-time supporter of Steve's, stepped up his support and Don Valley North Toyota came on board as well hooking Steve up with a sweet new pick-up truck. On the surface things looked great. Steve admits however that he knew the jump up to full-time Expert racing was going to be a big one. The Yamaha deal was good for Canada at the time. "It was just bikes and parts though", recalls Steve. Once again his father stepped in and equipped Steve with a brand new cube van and all the expense money he needed to complete his first Expert season.

The Expert (now Pro) field in Canada was surprisingly deep during the late '80s. Steve lined up against consummate Pros like the Ross "Rollerball" Pederson, Doug Hoover, Al Dyck, Jeff Surwall and Carl Vaillancourt. This crew of wily veterans was complemented by a great core of ultra-fast young stars like Marty Burr, Chris Lemmon, Bill Wallin and at selected rounds Kevin Moore. While he realistically knew that he was in tough with this group, the ever-confident Bulyovsky felt that a top ten national number was definitely within his reach for his rookie season. So at the age of sixteen Steve struck out on what he believed at the time to be the first of many successful National tours. Things were different however and Steve noticed it right away. His support group, his family, wasn't with him anymore. His father was busy with work and also had to travel the amateur circuit with his younger brother Rob.

Steve ended up transporting Ross Pederson and his bikes around for the Nationals. Any thoughts that Ross may become a mentor to the young rider were quickly put to rest. "He was just along for the ride," remembers Steve. In fact, after Ross punted Steve off the track one night at an arenacross in Quebec the relationship with his travelling companion deteriorated rapidly. "Basically, he went from being my hero and idol to a guy I wanted to strangle," stated Bulyovsky. Steve battled hard in his rookie season but ended up just outside the top ten nationally. While most rookies would consider this to be a successful campaign Steve was disappointed.



Classic late '80s style here, back when the T.O. Supercross was outdoors at the CNE. Photo by Bill Petro.



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THE CAN'T MISS KID

WHAT EVER HAPPENED TO STEVE BULYOVSKY?

He really thought top ten or even a top five may have been possible. As the season came to a close it soon became apparent that Yamaha support was starting to dry up. Steve's father was experiencing a down time in his business and would not be able to provide the level of support that he had previously for the coming season. Steve's father never went to College himself but it was his dream that his sons attend University to earn a degree. He knew motocross would not last forever and he truly believed that it was extremely important for his kids to have an education to fall back on. So the decision was made. After a quick and meteoric rise through the amateur ranks and a relatively successful rookie season in the Expert class, Steve Bulyovsky walked away from motocross in order to concentrate on his schooling. Steve's father passed away at the age of forty nine from a heart attack in 1999. Not before he was able to see his son graduate however from the University of Guelph with a degree in economics.

Steve's last race took place at Motopark in the fall of 1988. It was the final Ontario Provincial round of the season, and at the time only Steve and his immediate family knew that this was going to be it for him. Steve's brother tipped him off to a hot line out in the back portion of the track which he used to pass Doug Hoover for the lead on the first lap of his final moto. The two battled hard for twenty minutes with National Champion Hoover nipping Steve right at the finish to take the checkers. As the two exited the track Hoover slowed and turned to Steve giving him the thumbs up as a show of respect for a great battle. "That made me feel really good," recalls Steve. "I had always looked up to Doug. We had a great race that day!"

These days Steve spends many of his weekends attending equestrian events with his young daughters. "It's actually a lot like moto," says Steve jokingly. "You have to get up really early on the weekends, there's lots of mud, and it costs a pile of money." Are there ever any thoughts of making a motocross comeback? Steve admits that he has been thinking about it a bit lately since he turns forty this year, and definitely feels he would have something for the Plus 40 class. "I doubt it though," says Steve. "I'm pretty happy just doing what I'm doing. But then again...you never know."



The Toronto Supercross regularly attracted 40,000+ spectators back in the day. It was a great show as Canada's top riders would battle it out against elite American Stars. Photo by Bill Petro.



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Even though the 1980 Toronto Supercross was a mudfest, it established itself as a successful event; keeping the already successful Montreal event close by was good for the racers and the promoters. The timing of the events was often decided with the down time of top American racers and stadium availability as key considerations.

For most years, the Montreal and Toronto races were held a week apart, but in 1981 and 1983 they were held a day apart. So, race Friday night, pack up, drive for six hours and be ready for practice Saturday afternoon in the other city. Many of the racers I talked to said they remember something about this but not much was remembered about doing it. "It was all a blur" many would say.

Unlike the top American stars that would not have to worry about getting to the next race, most of the top Canadians would be a one or two man band sharing the duties; no different than many of the teams now.

You would think that with all of the added stress of racing Montreal and Toronto back-to-back, there would be more hard luck stories, but I only came up with one amongst all the riders I talked to. Can-Am Team Manager, Bill Fullerton, recalled draining the fuel out of the race bikes in the trailer he was hauling early Saturday morning just to get enough fuel to make it to a gas station after running out of fuel in Pickering.

These were Ross Pederson's school years. After only two years as a Pro, Pederson bagged his first Canadian Championship in 1980. In the years leading up to 1984, he fought with the top Americans with better success than any other Canadian before and maybe to date, but never won a race until 1983 in Montreal. Part of the reason was due to all the time he spent south of the border racing the Americans on their turf.

Up to 1984, the Americans dominated the top 10 with only a few Canadians making their mark behind Pederson. Guys like Mike Harnden, John Bourret, Terri Hofoss, and upstarts Doug Hoover and Serge Gregoire, took their turns behind Pederson, but only once was Pederson beaten by his Canadian peers. Terry Hofoss managed a 4th in the 1983 Toronto SX ahead of Pederson, who had suffered mechanical problems, only to watch him win the next night in Montreal. It was not only Pederson learning the trade, all of the top Canadians were getting better too.

Toronto 1981. Johnny O'Mara (14), Donnie Cantaloupi (19) and Mike Harnden (8) lead the charge out of the first corner and into the whoops during one of the heat races. In the final, O'Mara pulled another holeshot but had Barnett alongside this time. O'Mara held off Barnett's hard charging right through to the finish.



PEDERSON GOES TO SCHOOL 1981 TO 1984 TORONTO SUPERCROSS



Story and Photos by Bill Petro



1981 TO 1984 TORONTO SUPERCROSS

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In 1981, Mark Barnett (Suzuki) was the hottest rider in the US, winning every race he entered. He won the AMA 125cc Championship in 1980 and was on his way to winning it again along with his first AMA Supercross title. He easily claimed his second straight win in Montreal on the Friday night and was a sure bet to win Toronto Saturday night, but no one told Johnny O'Mara this. O'Mara had just landed a Honda factory ride in 1981, due largely to his amazing win at the 1980 125cc USGP on an all-white, hand built 125cc Honda-based Mugen and was new to 250cc Supercross racing. So when the flagged dropped for the final, O'Mara, who lacked the experience of Suzuki's Barnett and Yamaha's Cantaloupi, surprised everyone and grabbed the holeshot and preceded to lead Barnett and Cantaloupi through some blistering laps until they reached back markers. While O'Mara stayed out of trouble in the lead, Barnett sliced through the back markers like a berserk surgeon, passing Cantaloupi and almost catching O'Mara on the last lap. This was O'Mara's first supercross win. Kawasaki mounted Pederson was right there to claim 3rd with the other top Americans all stacked behind him.







A: Toronto 1981. 31,474 people packed the stands at Exhibition Stadium on this windy evening to watch the second annual Toronto Supercross. This year the rain stayed away.

B: Toronto 1981. Junior Honda factory rider Johnny O'Mara won his first ever Supercross, beating the more experienced Mark Barnett who was in the middle of what would be his most successful racing season.

C: Toronto 1981. Ross Pederson spent time down south racing some of the US Supercross events and showed off what he learned by grabbing a 3rd in Toronto and a 6th in Montreal. All of this on a modified KX250 production machine against the American factory rides.

D: Toronto 1981. It was rare for Canadians to see some of the top US racers in person. Mark Barnett, Jimmy Weinert, Ross Pederson and Donnie Cantaloupi get introduced to the crowd after a track walk.

The previous year's top rider in the Canadian Supercross Series, Dennis James, ran into a stalled rider in the first heat race in Montreal, broke a finger, but continued riding and finished 9th. After the medical staff looked at his hand, he was sent to the hospital only to be released with no money for a cab. So, he walked the 5 km back to the stadium, still in his riding gear, narrowly avoided a fight with some thugs in a park, and watched the race from the sidelines.

In 1982, the Toronto Supercross was held a week after Montreal on a short track of only 650m, partly because of the introduction of off-road buggies and trucks to the program. Promoter Carl Bastedo followed the lead of Montreal's promoter, Pierre Corbeil, as a way of bringing a bigger, more diverse crowd to the events with the intent of introducing them to Supercross, and it worked.

Mark Barnett, on a Factory Suzuki, and the other Americans easily mastered the short track in Toronto even after a day of rain and fog. Now with two 125cc US National titles and a US Supercross title under his belt, Barnett was on a hot streak winning almost everything he entered. He was easily the favourite to win again.



1981 TO 1984 TORONTO SUPERCROSS

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In the final, O'Mara took off and got the holeshot again and it looked like he was going to repeat his '81 victory, but Barnett was not going to let that happen. Barnett caught and passed O'Mara on lap 8 when O'Mara stalled in a tight corner, plus another crash on lap 12 allowed teammate Jim Gibson through into second. By the time O'Mara got going again, Barnett and Gibson were gone. Finally, after two previous tries, Barnett had won Toronto. He then went on to win his third straight Supercross in Montreal the next week.

The Canadians were now showing stronger finishes against the Americans; at least four riders finished in the top ten in Toronto and Montreal. Mike Harnden, who had a great start, was hanging in behind O'Mara in 4th place but started having problems with his goggles fogging up. Eventually, he just took them off and rode without. Ross Pederson, never the one to miss an opportunity, passed Harnden late in the race to take over 4th as did American Suzuki rider Clint Hardick to push Harnden down to 6th. Harnden managed to hold off Jeff Surwall at the finish.

As Canadaian 250cc and 500cc motocross champion, Pederson was good but only as good as 4th in both Montreal and Toronto against the Americans. To put it into perspective, Mark Barnett lapped Pederson on the last lap. Pederson still had some work to do even though his modified production machines were no match for the factory machines of the top Americans.

In 1983, missing from the entry list were Mark Barnett and Johnny O'Mara, but the top Americans that did show up were not going to make it any easier for any of the Canadians. This was another back-to-back series with Toronto on Friday night and Montreal on Saturday night.

A: Toronto 1982. It took Mark Barnett 8 laps to pass Johnny O'Mara after his holeshot but was never contested for the rest of the race. Barnett finished the '81 season as 125cc AMA National Champion and AMA Supercross Champion. He continued his dominance here in Canada by easily winning the Toronto and Montreal Supercross.

B: Toronto 1982. Johnny "O' Show" O'Mara was only in his second year as a Honda Factory Rider. Not only was Mark Barnett his closest rival on the Supercross tracks, he was also runner-up to Mark in the AMA 125cc National Championship. O'Mara would not win a Supercross title until 1984.







1981 TO 1984 TORONTO SUPERCROSS

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In the Toronto final, Jim Gibson (Yamaha), Jim Holley (Suzuki) and Jeff Hicks (Honda) got out in front for the first few laps. Right behind was Suzuki mounted Pederson with Canadian Terry Hofoss (Yamaha) and Donnie Cantaloupi (Yamaha) giving chase. Pederson landed hard on the double, which forced his rear break to lock up, but true to Ross's strength, he pushed harder even if it was going to break the bike. He finished in 6th behind Hofoss and 1980 winner, Donnie Cantaloupi.

The next night in Montreal, Ross Pederson (Suzuki) would win his first Supercross, but other Canadians were getting stronger and it was not going to be easy for Pederson anymore. Yamaha Canada had put together a strong, young team consisting of Terri Hofoss, Doug Hoover, Jeff Surwall and Serge Gregoire, and they were all there behind Ross in the top ten.

In a recent interview with Ross Pederson, he talked about that first Supercross win as one of his most memorable wins. He said while he was catching Yamaha mounted Jim Gibson, the crowd was cheering. This motivated him to push even harder. The crowd cheered louder and Pederson knew that once he passed Gibson for the lead nothing was going to stop him. "Everything just came together," he said.

When asked if the win was because top Americans were missing or if he was just getting better because he was racing with them, he modestly replied, "I don't know if I was any better than I was in '81 and '82, but once I passed Gibson I had gained a whole lot of confidence."

To give you an idea of Ross Pederson's strength and determination, after enduring mechanical problems and still managing a 6th in Toronto on the Friday night plus win his first Supercross in Montreal the next night, on Sunday he showed up at an AMA National in Binghamton, NY for a couple of motos and picked up a 7th and a 2nd for third overall. Where did he find all of that energy? Could that be part of the reason he was called "Rollerball"?

A: In 1982 promoter Carl Bastedo added off-road buggies and trucks to the program, following the lead of Montreal promoter, Pierre Corbeil. It was a way of bringing a bigger, more diverse crowd to the events.

B: Toronto 1982. Finally winning his first Supercross in Toronto after three tries, Mark Barnett (Suzuki) won his third straight Montreal race the following week.

C: Toronto 1983. In only his second year as an Expert, Yamaha Canada's Doug Hoover (26) flies off one of the jumps to take the lead in his heat race. He finished just out of the top ten in the final, but with his 6th place finish in Montreal he claimed the 5th spot in the Canadian Supercross Championship.













In 1984, Pederson managed to win again in Montreal against a lot of the same riders to prove that his '83 win was not a fluke.

More Canadians also filled the top ten, showing the maturity of all our riders. But a week later in Toronto would be a different story. After being plagued with injuries, US Yamaha rider Rick Johnson was in the middle of his first, big successful year of racing and found himself in Toronto as the lone big gun from the US. The other two big riders that were scheduled to show were Johnny O'Mara and Bob Hannah. O'Mara had to bow out due to conflicting dates with his GP commitment in Europe and Hannah broke his shoulder in a controversial water skiing accident, but still showed up to watch.

In the final, Pederson got the holeshot and took the lead, but only for the first three corners before Rick Johnson got by. He never looked back. Honda rider Alan King eventually got by Pederson (Suzuki) to take second behind Johnson. They would hold these positions to the checkers but the distance between them got bigger. Doug Hoover, on his Yamaha, was the top Canadian behind Ross with a 6th in Toronto and a 5th in Montreal the week before. In the years to come, Hoover would improve enough to battle with Pederson for the lead many times.

From 1981 to 1984 we saw big growth years for motocross racing in Canada. Some of our top riders, led by Ross Pederson, were maturing by virtue of their top finishes with some of the elite US riders. It set the stage for some of the events of the later years in the '80s.

D: Toronto 1984. Ross Pederson took the holeshot in the final but was passed by Rick Johnson by the end of the first lap and Alan King two laps later. The gap between these three guys widened by the end of the race but the finishing positions stayed the same.

E: Toronto 1984. After four years on the Pro circuit in the US, Ricky Johnson was finally coming into his own. He finished the AMA Supercross season in second behind Johnny O'Mara, plus he won the AMA 250cc National title later that year. Toronto was an off-day from his schedule and he gladly accepted the invite to race in Canada. He won with ease.

F: Toronto 1984. Ricky Johnson, Alan King and Ross Pederson stayed in this order throughout the race but the distance between them stretched by the last lap.

THE RICK SHEREN STORY

By Brian Koster Photos Supplied by Rick Sheren

icky Sheren is one of Canada's elder Motocross statesman. What a storied life Rick has lived as both a Pro level rider back in the '70s and '80s right up to the present day as an industry leader in the distribution business. I have known Rick for many years as an industry player and the father of one of Canada's best Supercross riders in the US Series and the Montreal SX, Brady Sheren. Rick has been around but I never really knew exactly how much until I was given this assignment to do a formal interview with him for the readers of MXP mag. I've always known Rick as a really good guy with an obvious passion for the sport we all love and share, but I have not seen much of him since Brady stopped racing the Monster Energy MX Nationals a few years ago. I remember one year at the season opener in Nanaimo, British Columbia when Brady was involved in a first turn crash and broke his arm. The race was red flagged because of all the carnage, and there was Brady under it all with his arm all askew and visibly broken. Well, Rick was right on the scene. Once he saw his son's arm, he promptly turned pure white, buckled at the knees and kind of fainted. He recovered quickly though, and both father and son lived to race another day. I learned a lot and had a lot of fun chatting with Rick about his life in Motocross. I hope you enjoy his story as much as I did!







BK: What was your first introduction to dirt biking?

RS: Well, I was born in Vancouver and my parents were in the restaurant business. My Dad's brother and sister moved to San Diego in California and they decided that we were all going to move to California to open a restaurant down there. I was thirteen years old, had all my friends here and didn't really want to move. So they kind of bribed me by saying how it was really nice down there. I had always wanted a dog so they said we would get a dog and we did. Then I said as well that I wanted a mini bike and kind of bribed them. Within two weeks of being in California I had a mini bike. It was one of those lawnmower engine mini bikes. Low and behold, I go to my junior high school, first day of the eighth grade and started meeting people. One thing led to another and before you know it I'm in the empty lot every day after school riding my little mini bike with a thousand other kids. It was just boom time in California then. It was 1968. Shortly after that, I moved up to some other 80cc bikes, they were nothing like the motocross bikes of today. They were street/on off-road bikes with lights and stuff on them. We rode them in the empty lots. In 1970/71, whenever the movie "On Any Sunday" came out, I went to the theatre with my friends to see the movie and a kid I knew from our school was in the movie. It showed a little clip of him racing at Carlsbad; it was a typical progression after that. We just kept moving up on bikes and I ended up on a Yamaha AT 1, which I was supposed to use as transportation to get to school because at fifteen and a half you could get your learner's permit and ride a motorcycle on the street. I did that for about a week then stripped it down for dirt use; it still had the battery in it. I got my AMA licence and racing number and never looked back from there! I started racing in 1971 and a year and a half later I was in the Pro class going from that AT 1 125 Yamaha to a Penton 125, which was a full race bike. After I won my first Junior race, which was a few races in, plus I won three in a row with CMC, then a few more. Once I won six races I was moved up to Intermediate. I think I won five out of six races then; after another race or two I was moved up to Pro. This all happened within a few months, which was real quick. We used to ride pretty much every day with just one bike. Once in the Pro class, I got a Monarch 125, which was a full race bike and a very popular bike up until the Honda Elsinore came out. That's when I met up with all the fast guys like Marty Smith, Marty Moates, Tommy Croft and all the San Diego guys that raced the CMC series at Carlsbad and Saddleback. I ended up getting a 125 Elsinore and was partially sponsored for a while by different shops. That was my introduction to motocross. 🛶



BK: Those were the glory days!

RS: Yeah, the glory days were the early '70s; 1973-1975 were my Pro Southern California days. Around 1974, the shop I rode for was called Norris Roberts Honda, which later became San Clemente Honda. I was kind of a Honda support rider then. They had their first factory team in 1974: Marty Smith, Chuck Bauer, Bruce McDougal, and they needed a fourth guy. They asked me to send in a resume because I saw those guys every weekend at the races. They came back and said they talked to their boss who said they couldn't have four guys from California, so I missed out. They hired Mickey Boone who was from South Carolina so I missed out on the first Honda 125 factory team by that close, but they said "We don't have an official support team or support deal, but anything you need parts-wise or help with the bike, just let us know". If I broke a frame, they would give me a new frame, chains and sprockets, or if I needed a piston or whatever else I needed they would give it to me.

BK: Wow, you were almost one of the first factory riders. That's cool. Were there any big races that really stand out for you from back then?

RS: My big claim to fame was my holeshots at Hangtown at the very first AMA Pro National in 1974. They had three 30 minute motos and I holeshot two out of the three motos. They had close to 120 entries and the qualifiers had to have been the most nervous races you could ever run. Twelve guys went to the finals per heat and four from the LCQ. Those were nerve racking and chaotic races, but I qualified and was one



TO ME I JUST COULDN'T WAIT TO GET TO THE NEXT RACE. MY DAD WASN'T REALLY ONE OF THOSE SPORT TYPE ATHLETE DADS, HE WAS JUST KIND OF ALONG FOR THE RIDE.







of the faster guys. I was pitted right next to Factory Honda because they helped me out with a lot of stuff. I have fun talking about this because after I holeshot the first two motos, there was a photo of one in one of the old magazines. I led both motos for several laps. I don't think there has ever been another Canadian born rider to do that. Maybe JSR holeshot once but I led like four laps in each of those motos. I was having fun racing against my friends. Marty Smith was the first guy to go by me and he went on to win the race. My bike broke in both motos; a chain in the first one and a gearbox in the second. I didn't ride the third one. The next year when I went back, it poured rain. I went 9-DNF for 16th overall so I had an AMA number. I was National #97. I moved back to Canada right after that.

BK: That has to be a good memory. Back in those early days, did you ever realize that you were actually part of something big?
RS: Not at all. To me I just couldn't wait to get to the next race. My Dad wasn't really one of those sport type athlete Dads, he was just kind of along for the ride. He would clean my bike between motos and enjoy going to the races with my Mom and I. We didn't realize we were kind of the pioneers of that era.

Getting a little side tracked here, I just came back from the 3rd Annual Southern California old MX Pro rider's reunion. It's a private deal of old Pros only, and they invited three hundred people. I knew about fifty of them. Marty Tripes was there, Ricky Johnson and a few other guys from the '80s were there, but this is really more for guys from the '70s. It was pretty interesting. Tim Hart and Steve Stackable were there, a lot of old factory guys and guys I used to race with were there too.

Anyway, back to my story. We didn't really realize what the potential was back then. This shop that helped me, Norris Roberts Honda, had a Sales Manager that put the race team together and I was the lead guy on the team. He came to my Dad one day and said, "I want to start a business and I need somebody that has some money that might want to invest in it. We want to start a wholesale distribution company for some of these Honda 125 Elsinore performance products." He had all the numbers. "Honda will sell ten thousand Elsinores in 1974. We want to make radial heads and pipes and some other accessories. If we sell ten percent, we sell a thousand heads and it's this much money." It was my first introduction to a business plan,

but this guy was a sketchy kind of guy. He ended up going to jail for some pretty crazy things, but he was the guy that started DG. He wanted us to start it with him and said if you don't want to do it I got another guy who wants to do it. And so Norris, the owner of the shop, threatened my Dad and said, "I'll sue you if you go into business with this guy because I own the blueprints for this radial head he's trying to market, and I fired him." So my Dad said, "I don't want to do anything like that because my son rides for you and we are friends. We are not going to get into it." So we turned the guy down. His name was Dan Hangslaven. Dan was the "D" in DG. His new partner was Gary Harlow who was the "G" in DG. That's how they started.

Originally, when we were going to do it, we were going to call it Performance Cycle Products -PCP. We had a name and were looking for a building to manufacture and the whole thing. It got that far before we pulled out. So DG started and they were a huge success. We knew Donnie Emler from FMF and were friends with all the riders who used to race for Donnie, and Torsten Hallmen because we wore his gear and boots. Well, not Torsten himself at that time but Torsten Hallman Racing, which of course is now Thor. We new Lars Larsen who ran things in the states for Hallman out of San Diego, everything was out of San Diego, and JT Racing's John Gregory was there and starting to sponsor guys. I remember one day at the Hangtown season opener asking him, "Hey John, why don't ya think about sponsoring me, any chance of that?" He said "Well, if ya start winning we'll talk". I will always remember that line.

By around 1975, I was getting a little burnt out, got hurt a few times and bikes were blowing up. Marty Tripes said at this past riders' reunion, "We were like factory mechanics in the '70s, we just didn't know it". We were doing all of the R&D, ya know. We were cutting frames, moving shocks and all that kind of stuff; dealing with chains falling off, chain tensioners, anything we could do to make the bike better and last longer. At that time, I had taken a couple of courses in junior college but quit those. I told my parents that I wanted to move back to Vancouver because I still had a lot of friends there. I would visit once a year in the winter and go skiing and stuff with my old friends. So my Dad asked what I was going to do there. I said, "Well, I can get a job in a motorcycle shop or something like that." So a couple of days went by and my parents said my mother was missing her side of the family so we would all move back to Vancouver

and open our own motorcycle shop! So we went to DG, JT, Hallman and FMF, and asked them what they were doing in Canada. They all said, "Nothing!" We asked if we could be their distributor in Canada. That's when we returned to Canada and became a distributor for those four brands, and that's how R&M Motocross started.

BK: Interesting. What did R&M stand for?

RS: R&M stood for Rick and Mike. It was R&M Motocross Specialties. Mike is my brother who wasn't really into dirt bikes. He stayed in Canada and didn't even move to California. So he went along for the ride for about a year, but he just wasn't interested. He said he was done and didn't want to do it anymore. We weren't really making any money for those first couple of years. We started our whole business with nine thousand dollars, which was for inventory and everything. It was like a five thousand dollar order with the four brands and we sold it all and ordered more. We just kept leaving the money in the business, built it and built it and built it, and after about three years realized we had a bunch of money, so we moved to a bigger place in 1978. It was like a retail store. We sold retail and also sold wholesale to dealers, plus I kept racing in Canada. I was about a top five guy and winning motos here and there, but I was working six days a week in my store and with the business. I would race on Sunday so it was really tough trying to find time to ride and practice on weeknights. I didn't realize how hard I actually worked back then. I did the Nationals when I could, local ones, and traveled back east a couple of times in 1977 and 1979 to race. We moved again to a bigger place, which eventually became Holeshot Racing. We had a store in Vancouver and sold all these accessories through R&M, plus we had Gearne Boots and Answer stuff. I remember back in '78/'79, there were three products that stood out as being so popular that we just could not get enough product. They were Fox Air Shox, the plastic Scott Boots and Bob Hannah signature Answer handlebars. I don't how many of those three items we sold but it was a ton.

Those were also the glory days in Canada for motocross, and in the late '70s you just couldn't do any wrong. We just grew and grew and kept investing the money into the business. I met Allan Jaggard and guys back east like Allan Logue; some of those guys became good friends. Jaggard was out here in '81 and he needed a place to stay.



That's when we became pretty good friends and talked about opening a place back east. Our big competition was Aurora Cycle Supply and they had a warehouse in Vancouver and Toronto. We needed to compete with them because we sold a lot of the same stuff. So we talked with Allan about it and one thing led to another. We ended up opening R&M in the East in 1983, but Allan said, "I don't want to be a retailer, I just want to be a distributor." So we just opened a warehouse and after about two seconds of getting going and seeing how that was operating, I said, "Hey Dad, we have to get out of this retail stuff and focus on being a distributor." So in 1984, Don Reynolds, who ran a shop called Western Yamaha, said he wanted to move to the West Coast. I said, "Why don't you come and take over my store here? You can buy some of my fixtures and stuff, and you can change the name." So he did. He and his son Dan moved out to BC and called it Holeshot Racing, and it's still going today. That's when we moved into a warehouse. Since 1984, we have been in the wholesale distribution business and that's where are today.

BK: Well, that's awesome. I know you have had a lot of brands that have come and gone; is there anything you can think of that you would have done differently, or do you have any regrets or disappointments that transpired?

RS: That's a good question. Off the top of my head, I don't know. I learned so much and worked so hard during those years that I don't know if I would have done it any differently. About the only thing I may regret is not taking any business courses in school because it took me about five years of being in business to realize what it was going to take to build a successful business. My Dad was a businessman and I was a product guy. He did the book keeping...I pipe in, "You were a racer!"...and yeah, I was a racer that became a product guy, but that's the only regret that I probably have.

BK: Okay, let's fast forward Rick. You raised your son Brady and he became a National level Pro rider. There must have been a lot

of trials and tribulations there.

RS: Well, I was a typical moto dad I guess. I always felt the decisions he would make on the track had to be the same ones I would have made. I pushed him pretty hard and knew we had to compete down south if we wanted to get anywhere. It wasn't really the ambition to get anywhere that started us off, but more to see if he liked it and if he thought he could get somewhere. We started him when he was seven, raced every weekend right up through all the classes and the whole deal, went to Loretta Lynn's twice and hit the podium there once behind Villopoto and Alessi. He really got to a good level. I think he could have been a superstar but he got hurt badly too many times and at the wrong time. It was never because he was out of control. He was really smooth but just had some really bad luck being at the wrong place at the wrong time.

BK: It's funny because years ago, the first time I ever heard Villopoto's name it came out of your mouth. I know you guys raced against him down south then he came up to Calgary and raced a 125 Canadian National. Now the guy is just unstoppable and the fastest Motocross/Supercross rider in the world.

RS: When he raced that day in Calgary, it was because Brady broke his hand the week before at Nanaimo. Mike Eyre, from Richmond Motorsports, wanted a replacement rider so we called Ryan and he rode Brady's bike that day. It's funny because Ryan's mom used to video tape Brady because he would race Ryan a lot in Washington on 60s. She would tell him "That's the way you have to ride, you have to ride smooth and not out of control like the way you ride, Ryan". On 60s, Brady and Kyle Beaton used to beat Ryan. So we became friends and his family used to come up, stay at our place and ride a little bit. He took our bike to Loretta's a couple of times. Ryan rode Yamahas on the 80s and Brady was a Team Green rider. Craig Martin, who was the Team Green Manager at the time, wanted Ryan on Kawasakis and asked us to help get him on Kawasakis. So Ryan tried Brady's 85

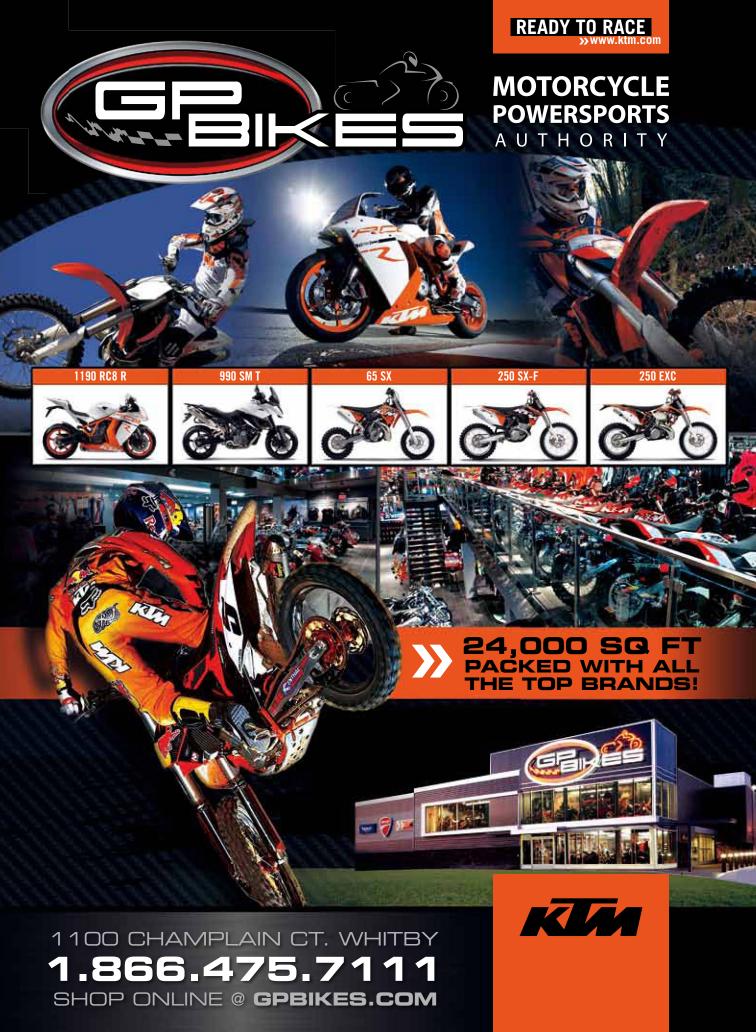
and his Super Mini one time when we were out practicing in Washington. That's kind of how he got to be on Kawasakis...well, not totally how he got to be on Kawasaki but that was a big step in that direction.

BK: You must be a big fan and have a lot of pride seeing him do so well now.

RS: Oh, totally. When I was at Anaheim 1 this year, it was funny, after the race we went over and saw him. He came up to me and gave me a big hug. That was funny for me!

BK: That's a great story. Well, it's all those little things that add up to a lot in this world these days. We have to take what we can get, and stuff like that makes it all worthwhile, I guess.

RS: Oh yeah. Going back to the business side a little, we ran R&M until 1993 then Al Jaggard, my Dad and I sold the company to Tucker Rocky Distributing out of Dallas, which became Tucker Rocky Canada. I stayed there for four years and Allan is still with the remnants of that company today. They replaced me with the son of the owner of the company. I had a three year contract and stayed for four years. I wasn't super comfortable with the company anymore but it was still a bit of a blow that they wanted to replace me with someone that didn't have any experience. That was 1997, then a few weeks after I was talking to Jim Hale about why AXO wasn't doing as well in Canada as they were in other countries. He asked me if I had any ideas. I said I did and then we ended up becoming partners. I started AXO Canada, which sold AXO, Renthal and Mechanix Wear. The motorcycle end of the company went through many changes but we never let go of Mechanix Wear. We separated it as its own company, Mechanix Wear Canada, back in 2003 because it was so successful. We had Six Six One Canada with my long time friend Eddie Cole, founder of Answer Products that we wanted to build up and sell and did in 2007. Now we are just Mechanix Wear Canada and that's what I do every day. I come to work and run Mechanix Wear.



THE RICK SHEREN STORY

I feel very lucky to have made the connection with Jim Hale and Mechanix Wear because it is a hugely successful brand that dwarfs anything we ever did in the motorcycle industry.

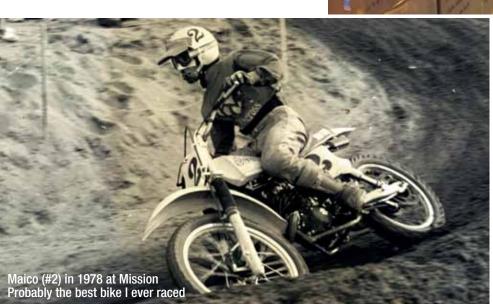
BK: I remember being in you warehouse at the peak of your motorcycle business and I felt like a kid in a candy store. Man, you had a lot of cool stuff back in those days and it was really cool of you to help me out! Well before that, all I ever wore was Answer gear, R&M jerseys, and those awesome R&M gloves. They had to have been the best gloves of all time, and I'm not kidding. RS: Yeah, we sold so much R&M stuff back in those days and sponsored pretty much every top guy in Canada at one time or another. People were asking for our gloves five years after we stopped making them because they were so good. We had riders like Ross Pederson, Allan Dyck, Doug Hoover, Carl Vaillancourt, Bill McLean, Larry Mackenzie, and at one time had them all under R&M. We were like a JT Racing up here in Canada to make an analogy. I remember when Ross Pederson used to come through the warehouse with a shopping cart just overfilled with stuff and it used to drive me nuts.

BK: Well, he's not shy, and with that smile and twinkle in his eye, how could you ever say no?

RS: Exactly, and that's exactly how it was. We used to have a lot of good times with Ross and all those guys.



BILL MCLEAN WAS A DEAR FRIEND AND I MISS HIM A LOT TOO. OH AND I CAN'T FORGET, MY WIFE OF THIRTY TWO YEARS, SHELLY, WHO HAS BEEN MY ROCK.







BK: You tell a great story! So let's bring it to today and the Atlas Neck Brace. I know it's your son Brady, but what's your hand in that if any?

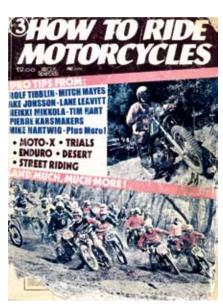
RS: Yeah, its three words...I'm the bank! The bank of dad here!

BK: It has to be a very rewarding place to be to be able to help your son. You must to be really proud with the achievements he has made with his products.

RS: Really rewarding and I'm really, really proud of him and his partner Brad McLean who I'm trying to help, especially since Brad lost his dad and one of my best friends, Bill McLean. Brad and Brady became partners in Matrix and have really built on that, designing products for Matrix. That started when we were on vacation in Cabo San Lucas with Eddie Cole's family. He had mentioned a friend of his, a plastics guy, had come up with this line of stuff: bike stands, a special gas can, ramps and few other fun things including the work mats. The kids were getting older, Eddie's was nineteen, and Brady was twenty-one. We had a meeting and decided it was time to do Matrix to get the kids started in business. So his kid had the US and I funded it for Brady and Brad in Canada. Brad is President and Brady is the CEO. Brady has become quite the designer.

In the tenth grade Brady made this folding aluminum ramp in metal class and it blew away the teacher. Brady's friend had an AutoCAD program and Brady learned it on his own. He made this elaborate drawing and made this amazing folding ramp. It was very impressive and the teacher could not believe he did it on his own. Later on, Omega asked Brady to try this new neck brace they had come up with so he and Brad tried it. Brady made out this two page report on how the thing needed to be improved. He always liked to make stuff and tinker in the garage. He became guite the track designer and builder, and did a bunch of arenacross tracks. He made up this amazing drawing and said, "I can make a neck brace better than all those other guys" because as a rider he had tried them all. His first one was aluminum that we still have. Then the guy from Matrix made a plastic prototype for him. It's taken about three years to get the Atlas Brace where it is today. Now he has become this unbelievable product designer. He is doing a lot of the Matrix stuff and tweaking pretty much every idea that comes through the Matrix door. He's done all the mats you see for Hart and Huntington, Geico, JGR and some others; they are all Brady's designs. When we started Matrix,

Brady was going to manage the operations and be in charge of the warehouse and shipping, and Brad was going to do the business side and sales. But Brady has evolved into doing a lot of designing for Matrix and all of it for Atlas. The Matrix line is pretty much a want item and they are working on more products, but the Atlas Brace is Brady's baby. My role here is really just as an advisor, a consultant and the bank.



This old magazine cover holeshot is the 1974 Hangtown AMA National highlighting Rick when he got the holeshot (#360).



BK: It's cool to see some top riders wearing the Atlas Brace, and have Jake Weimer thank Atlas every time he makes a podium or interview.

RS: Weimer is our anchor right now. He's another kid Brady raced with. We know both he and his dad. It's tough with a new product that nobody's

ever heard of. A lot of the guys are tied up to contracts, have agents or they don't take him seriously. We have gone down the list talking with Chad Reed and several other guys. There are going to be some surprises next year with some of the very cream of the crop. We had run out of the first shipment when some guys wanted to try them but we have them now. A carbon fiber model is in the works. Michael Burnes wants to try one, Jimmy Albertson, Matt Goerke, and Kyle Beaton wears one and loves it. We get the same response from pretty much everyone. Jeremy McGrath uses one, but like a chest protector not every single time he rides, but does use it a fair bit. Brady is a racer and made this better than anything else out there. All the guys love the comfort and performance of it. Atlas has some other very exciting products lined up. Jeremy Medaglia is signed up. Colton Facciotti has tried it and liked it, and is close to signing up. There have been so many and we are all very excited about the prospects for Atlas. The neck brace is very well thought out and is a very high quality item.

BK: Great stuff Rick, and thanks for sharing this story with us. Any parting words?

RS: Well, I love motocross and really enjoy all parts of the sport but wish less people were getting hurt. I've always been an advocate for safety, especially track safety, and have some ideas for tuff blocks and stuff. Track operators and promoters need to realize every time someone gets hurt you are losing a customer because that guy can't ride or race for a while. Make the tracks a little safer for amateurs and still challenging for the Pro guys. I think Mark Stallybrass has done a great job here in Canada but would like to see some better track prep, especially when it comes to watering at the Nationals. I know everyone is trying very hard but sometimes the over watering is ridiculous. I'm not blaming anyone but wish there was more involvement there. I follow the sport religiously and absolutely love it. I'd like to thank Eddie Cole, my Dad, who is no longer with us so I miss him a lot. I really look up to Eddie Cole as well as Jim Hale, and the guy that did our first computer software, Terry Cunningham. That was back in 1983 when PCs just came out; he hand wrote all our programs. He was a smart guy and recreational racer that taught me a lot. My old partner Allan Jaggard who is like a brother to me; we used to butt heads everyday for ten years. He's a great guy and we both learned a lot from each other. Bill McLean was a dear friend and I miss him a lot too. Oh and I can't forget, my wife of thirty two years, Shelly, who has been my rock.

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FOX INSTINCT BOOT \$599.95

Colours Available: White/Red (now), White/Black (June '12), Black/Red/ Yellow (August '12)

Fluid Movement; FRE hinge design (full responsive engineering) provides a controlled range of movement allowing effortless linear mobility & incredible lateral stability as well as protection from hyper extension due to the patented hinge lock-out stops.

R&D/Testing; The Instinct has undergone the most extensive product wear testing the history of Fox. Six prototypes and hundreds of test boots over three years evolved into the Instinct. RC began the initial development in 2009 and it has since won two championships and multiple race wins during competition. The final result is a clear elevation of motocross boot performance.





Interface; The Ride Control Interface The entire outside & medial side of the boot is shaped and textured to provide the rider with unobstructed contact with the bike. The Low Ride Chassis gets the rider's foot lower and closer to the footpeg. Lower toe box provides easier shifting and rear break feel and control. The Duratac rubber compound on the outsole, burn guard and hinge cover was engineered exclusively by Fox's development team. The goal was to create optimal grip with bulletproof durability.

buyersguide





KINETIC MX BOOT \$189.95-\$199.95

The Kinetic MX Boot is the latest in boot technology from Fly Racing. With its slim profile molded sole, top grade leather construction, very easy to use buckle system (with pivoting straps receivers), and large accommodating top gaitor.

Features/Materials:

- New Molded Race Tech Sole
- Large, Impact Resistant 3D Shin Plate
- Generous Adjustable Top Opening-Knee Brace Compatible
- Fully adjustable straps and pivoting strap receivers replacements parts available
- Added Heal to Toe Plastic Protection
- Durable Exterior Leather Panels
- Sizes: Adult 7 to 13
- Colours: Black and White

GAMMA SALES GAMMASALES.COM 800-461-0271



MAVERIK MX BOOTS \$129.95-\$149.95

Just like your hands, your feet are one of the most important aspects of riding a motorcycle. When you think about how often you shift gears and work the rear brake pedal, you begin to realize the importance of good riding boots. FLY riding boots combine protection, durability, and value to keep you grabbing gears for years to come.

Features/Materials

3D Molded plastic - is pre-shaped for comfort and adds impact protection ELASTIC GAITOR - provides a comfortable rim around your calf while sealing the opening from debris

STEEL TOE GUARD - gives that finished look and protects the front of the sole from delaminating

LEATHER HEAT SHIELD - no more burnt plastic with this leather heat shield. Leather is long lasting and won't melt.

ARTICULATED REAR ANKLE - gives the subtle flexibility to bend your foot down, yet still remains supportive.

RACE SOLE W/STEEL SHANK - this internal steel shank is laminated into the length of the sole. Steel provides the rigid strength needed during the impact and stress of motocross.

REPLACEABLE SOLE - is replaceable through any boot repair shop. We sell the replacement sole so you don't have to break in a new boot. Sizes: Mini 10-13, Youth 1-5, Adult 6-15

Colors: Black, MX Vapor, MX Arsenal, Black Bones and White Zone



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MD DISTRIBUTIONS WWW.MDDISTRIBUTIONS.COM TEL: 418-925-8024



DOMINATOR TX \$489.99

White or Black Size: 41-48

Light. An exclusive and consolidated anti-torsion system that allows ample front-to-back flex movement thus guaranteeing maximum safety. Adjustable/Replaceable aluminum articulated "Security Lock" buckles assure safety thanks to two release points, so no need to worry about open buckles. Specific MX compound rubber sole. Heel protector can be use to up shift on the start



COUGAR \$279.99

White or Black Size: 32-41

Ultra-light, Specific MX compound rubber sole.
4 Replaceable/adjustable GH plastic buckles. Soft polymer padding with memory foam. Steel toe cap.



FORMA BOOTS

DOMINATOR COMP \$559.99

White, Black, Red or Blue Size: 41-48

An exclusive and consolidated anti-torsion system that allows ample front-to-back flex movement thus guaranteeing maximum safety. Adjustable/Replaceable Aluminum articulated "Security Lock" buckles assure safety thanks to two release points, so no need to worry about open buckles. Excellent grip and durability are characterized by our Skywalk soles. The inserts and/or soles can be easily replaced and are offered in our spare parts program. Personalized inner sock: Thermoshock '00' padding in the critical ankle area and air mesh lining assure safety and breathability. Added features like the easy pull strap and elastic neoprene make the sock easy to wear. Heel protector can be use to up shift on the start.



Valentin Teillet MX2 WORLD CHAMPIONSHIP

Team: SUZUKI Europe MX2

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GAERNE SG-12 BOOTS \$649.00

Two years in the making, we are proud to introduce the all-new SG12. At Gaerne we thrive to be the best, always looking for new ways to make a better product; always listening to our professional riders for valuable feedback, always looking to our suppliers for the very best materials. All of which translates into more value for our customers. The new SG12 leads the way with many innovative features that you will only find at Gaerne.





GAERNE SG-10 BOOTS \$479.00

Premium boots, dual composite rubber soles, lightweight alloy, replaceable buckle system, exclusive Gaerne "Grip Guard", floating "Razorback" with built in ankle alignment system, supercross shank as well as a heel bumper and memory cell inner foam liner than completes the construction for an unforgettable fit. Compare the features and you will see why Gaerne is leading the way! Some have called this boot "The perfect 10 – the standard by which we now measure all motocross boots." (Transworld Motoocross Magazine) Others have praised the fit, the comfort and the long lasting quality. We have updated the colour combinations as well as refined the features.



GAERNE G-REACT BOOT \$369.95

This new boot incorporates aggressive styling and advanced technology that is sure to impress from the moment you slip your foot into the boot. Made in Italy for unparalleled quality and performance. Features: All new uni-pivot offers more support and additional comfort. New rubber "Grip Guard" helps the rider hold his position on the bike as well as displace the heat from the pipe. Soles — the proven traditional stitch on sole (Goodyear welt construction). New, slimmer fit along with new microfiber interior and ergonomic liner all promise to deliver comfort and protection. 4 alloy buckles with wider straps promise a secure closure. New gaitor will keep the debris out. Removable/Replaceable anatomic footbed.

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GAERNE GX1 \$299.95

Lightweight design with sleek new light-alloy buckle, made in our very own Italian factory, this boot will perform. On the track or on the trails, you will enjoy the comfortable GX1.





OSIXSIXONE

661 FLIGHT MX BOOT \$399.99

Reinforced, padded internal liner system eliminates the need for a "booty". Adjustable nylon straps and newly-formulated floating aluminum buckles. Bio-foam reinforced upper shin area provides comfort and added leg protection. Twin embossed synthetic heat shields protect leg and boot from thermal damage. Outer lateral ankle support allows the perfect amount of movement. Replaceable Dur-Tac compound sole core with durable steel shank. Ultra sensitive toe TPU material allows for controlled shifting.

Available in sizes 6-13 (Adult) Available in Black or White



661 COMP MX BOOT \$236.99

Injection molded "Air-Cell" padded impact shin guard. Twin embossed synthetic heat shields protect you and your boot. Reinforced, padded internal liner system (no booty required). Adjustable nylon straps and replaceable floating aluminum buckles. Top boot gator with Velcro closure seals out mud and debris. Replaceable sole with genuine steel shank. Nylon plastic composite reinforced

protective heel plate. Available in sizes 6-13 (Adult). Available in Black or White





Newly styled injection molded "Air-Cell" padded impact shin guard. Custom designed aluminum buckles Twin embossed synthetic heat shields protect you and your boot from scorching exhaust pipes. Reinforced, padded internal liner system (no bootie required). Adjustable nylon straps and floating composite buckles are easily replaceable. Long lasting replaceable sole with genuine steel shank. Plastic toe cover for comfort and durability. Steel toe and sole cap. Nylon plastic composite reinforced protective heel plate. Available in sizes 1-6 (Youth). Available in Black or White



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EXTREME MX BOOT

XTREME MX BOOT \$149.99

COLOURS: White

SIZES: 7-13 FEATURES

- 3M Genuine Leather
- Injection Molded Plastic
- Free floating, micro adjustable and replaceable plastic buckles
- Leather Heat Shield
- Internal Steel Shank



MSR SCOPE "METAL MULISHA" MX BOOT \$399.99

COLOURS: White

SIZES: 7-14

FEATURES

- Exclusive Metal Mulisha print graphics
- Ergonomically designed external plastics protect at every key point
- Suede burn guards with debossed Metal Mulisha graphics protects the finish of your bike
- Genuine leather shell with exclusive Metal Mulisha print graphic
- Leather gaitor with foam lining to help keep dirt out
- Padded inner sole and interior walls
- Welt stitched internal midsole with durable "full wrap" bonded rubber outsole
- 2 piece cam lock buckles are fast and easy to use



TCX COMP 2

TCX COMP 2 \$399.99

COLOURS: White, Black

SIZES: 7-13

FEATURES

- Leather and padded micro fibre area for better flexibility
- TCS Torsion Control System
- Breathable fabric lining
- Shin plate, polyurethane toe protector, steel toe cap, inside rubber heat guard, rear polyurethane heel protector, and ankle and malleolus protections
- Four aluminum adjustable buckles and quick release system
- Dual compound, resole-able rubber sole

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TCX PRO 2.1 BOOT

TCX PRO 2.1 BOOT \$529.99

COLOURS: White, Black

SIZES: 7-13

FEATURES

- Water Resistant Microfibre
- Padded Front and Ankle Area for Better Comfort and Flexibility
- Breathable fabric Lining
- Removable inner Bootie 2.1
- New Shin Plate with Embossed Logo
- Polyurethane Toe Protector
- Steel Toe Cap
- Inside Rubber Heat Guard
- Rear Polyurethane Heel Protector
- Ankle and Malleolus Protection
- 4 New Designed Aluminum Adjustable Buckles
- Dual Compound Rubber Sole



CROSSFIRE TA \$570.00

Sizes: 40EURO thru 48EURO

Colour: White, Black, and Black/White

Italy's finest top grain leather is used as a base material with Lorica being used on the tongue area.

- TA sole is best suited for riders whose feet are off the pegs often.
- TA sole can be replaced by a cobbler.
- TA sole features excellent rear brake feel.
- Fully adjustable calf area.
- Composite inner sole.
- Removable arch support.
- Inner heat shield.
- Toe area covered in protective plastic.
- Rigid, shock resistant, anatomically shaped heel for maximum protection.
- Cam-lock buckle system.
- Cambrelle lining
- All bolt-on parts are replaceable.
- Replaceable inner kickstart/footpeg guard on both boots.
- Slim, cool non-bootie design.
- Malleolus external guard to enhance protection of those tender small foot bones.
- Dual Flex System upper.
- Rubber outsole
- 2 piece cam lock buckles are fast and easy to use



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CHARGER \$450.00

Sizes: 42EURO thru 48EURO

Colour: Black

- Lorica is used as the base material.
- TA sole is best suited for riders whose feet are off the pegs often.
- TA sole can be replaced by a cobbler.
- TA sole features excellent rear brake feel.
- Composite insole.
- Removable arch support.
- Inner heat shield.
- Toe area covered in protective plastic.
- Rigid, shock resistant, anatomically shaped heel for maximum protection.
- Cam-lock buckle system.
- Cambrelle lining
- All bolt-on parts are replaceable.
- Slim, cool non-bootie design.
- Single Flex System upper.







ALPINESTARS TECH 10 \$649.95

The Tech 10 is Alpinestars' most innovative boot design with a revolutionary external structure that features an ultra-low profile design to minimize weight at the lower section of the boot. The boot upper is designed for controlled flexibility and superior grip against the bike. The innovative bio-mechanical, washable inner bootie provides ultimate support, and the replaceable torsion bars help control ankle and leg rotation while allowing freedom and movement. The boot upper is a combination of full-grain leather, and an impact and abrasion-resistant PU shell. The PU toe, foot, heel, ankle, calf and shin guards have extrahard compounds on the toe box, heel and Achilles tendon. The ultracomfortable, precision-fit interior uses a poly fabric lining with open-cell foam and a shock-absorbing shin pad. The dual-compound sole is seamlessly integrated to the multi-density foot base structure with built-in

support. The Tech 10 has an advanced three technopolymer and aluminum buckle system for easy adjustability, and a precise, secure and streamlined fit. The form-fitting PU gasket seals water out and is available exclusively at your Parts Canada dealer in black, white/black, red/black, blue/white, black/green and black/gold. This is what the pros wear!

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ALPINESTARS TECH 7 \$399.95

The Alpinestars Tech 7 is full-grain leather with an impact and abrasion-resistant PU shell, and has a closure system featuring four aluminum buckles with a memory feature for a quick-release locking system with self-aligning design for quick and easy closure. Toes, foot, ankle and lower leg are protected by TPU guards, and the toe box area features a unique dual-injection process that provides increased flexibility and impact protection. The TPU rubber gaiter at the top of the boot seals out the elements, and the shin plate protector is injected with high modulus PU for impact and abrasion protection. A contoured calf protector plate is injected with PU for additional impact and abrasion protection. The outsole design on the Tech 7 is based on the Tech 10 design, featuring a high-grip rubber dual-density compound outsole with a replaceable sole. The inner side of the boot is designed with dual-compound PU for improved grip. Achilles flex zones provide superior comfort, control and support. Available only at Parts Canada dealers in black/white, white/blue, white, and black.



ALPINESTARS TECH 3 \$249.95

The Alpinestars Tech 3 is designed with a contoured shin plate guard injected with high-impact PU, and the extended inside and outside plate covers the side and the toe-box area of the boot. A high-grip design injected with medium/low durometer PU provides excellent support and side contact. The patented ankle brace system features shock-absorbing padding on the outside, plus the inside leg guard has internal, plastic reinforcement covered by a wide, stamped suede heat guard. The instep flex area is stitched for increased comfort and flexibility. The Tech 3 features a leather upper, exclusive high-grip rubber compound with a contoured stamped steel shank and steel toe guard. Four buckles with memory featuring a quick-release locking system are injected with high-impactresistant technopolymer. The top of the boot seals with a hook-and-loop closure strap connected to elastic stretch PVC, and an extended gaiter helps prevent water entry. The footbed is a poly fabric lining coupled with multidensity EVA. The Alpinestars Tech 3 is available only at your Parts Canada dealer in four colour combos with the MX sole, and in two colour combos with the all-terrain sole in bBlack, gray, black/red, and white.









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THOR RATCHET BOOT \$179.95

The new Ratchet boot offers a closure system that provides a secure, precise fit that's hassle free. It's as simple as sliding the strap into the buckle and adjusting the strap tension with the aluminum alloy ratcheting lever. The Ratchet boot delivers great performance, a secure fit, innovative features, and great style. It's available in white and black exclusively at your Parts Canada dealer.



450 MX BOOT \$379.95

Designed in Italy, the SCOTT 450 boot is built with top grain leather and offers maximum support and comfort right out of the box. The 450 boot offers a low profile toe box that allows for easy shifting and an over molded outsole for added durability. This boot is the top choice for any serious rider.

Features

- Built using the world's finest materials and craftsmanship.
- Low profile toe box improves feel of the shift lever.
- Anatomically designed boot upper to fit the lower leg.
- Maximum support and comfort right out of the box.
- Over molded outsole for durability.
- Full floating independent and adjustable straps.
- Reverse lower buckle protected from impacts.
- Available in Black/Black, White/White, White/Red, Sizes: 6-13







250 MX BOOT \$299.95

Designed in Italy, the SCOTT 250 boot is built with a full leather heat shield, an over molded outsole for durability and has full floating adjustable straps. With many of the same design features as the 450 boot, the 250 boot offers high end performance at an affordable price.

Features

- Maximum support and comfort right out of the box.
- Low profile toe box allows easy for shifting.
- Reverse lower buckle protected from impacts.
- Over molded outsole for durability.
- Anatomically designed to fit the shape of the lower leg.
- Full floating independent and adjustable straps.
- Full leather heat shield provides additional protection.
- Available in Black/Black, White/White, Sizes: 6-13

MICA SPORT CANADA WWW.SCOTT-SPORTS.COM 800.667.6422

100% Accuri Motocross Goggle

Focus, a point at which an object must be situated with respect to a lens for an image to be well defined. A thin lens is all that stands in your way when you are focused. The Accuri can silently help you focus on your competition, enabling you the opportunity to leave it all on the track. 100%, the Spirit of Racing.

Features:

- Simplicity: All 100% MX goggles share the same lens and tear-off profile.
- Fitment: Curvature suited for comfort.
- Foam: Moisture managing triple layer foam.
- Frame: Constructed out of flexible yet durable urethane.
- Lens: Comes equipped with anti-fog, scratch resistant Lexan® lens for unimpaired vision.
- Strap: Oversized 45mm silicon coated strap holds your goggles motionless.
- In the Box: Mirrored Lens model includes additional clear lens

90000

Matrix Concepts 1.7 Cleaning Solutions

Matrix Concepts 1.7 Cleaning Solutions system has been designed to withstand the most extreme environments in the off-road racing world. It's the first "complete system" where each of the formulas have a specific function and work together with each other to make your bike showroom-new looking. 1.7 Cleaning Solutions were developed using cutting edge formulas. They are blended with the latest advanced technology and have been tested, approved and endorsed by the top riders, race teams and mechanics in the racing world. The new line includes 10 key formulas for all your motorcycle and off-road vehicle needs.

Formula 1 - Concentrated Wash/Degreaser

Formula 2 - Four N One Shine

Formula 3 - Plastic/Rubber Conditioner

Formula 4 - Hard Parts Dressings

Formula 5 - Brake Rotor & Parts Cleaner

Formula 6 - Pre - Ride Treatment (Mud Release)

Formula 7 - Goggle/Glass/Shield Cleaner

Formula 8 - Tire Mounting Lube

Formula 9 - Hand Cleaner

Formula 10 - Hi Power Cleaning Wipes



EVS F1 Roost Guard L/XL

The all-new F1 roost guard is a justifiable, yet simple new addition to the already amazing chest protection family. With stellar roost deflection technology and a fully modular customizable design, personalizing your own fit to suit your exact needs is now easier than ever. Its compact and form fitting design was tailored to fuel your competitive side without sacrificing comfort or protection.

- Lightweight, impact resistant, injection molded construction
- Compact Form Fit design
- Compatible with all major neck braces
- Adjustable shoulders
- Click-Tec front closure system ensures adjustability and secure fit
- Removable back plate
- Plush bio-foam liner
- Multiple vents and air channels offer maximum ventilation







Fly Pivotal Lite Roost Gaurd

Pivoting Front Panel - made from molded impact resistant plastic for increased function and rider comfort Lightweight "Fast-Back Strap" System - replaces pivoting back panel E-Z Adjust Ratchet Closure System - located on shoulder and lower buckles makes entry and exit quick and easy, especially when used with a neck brace. Integrated Hi-Flow Venting System. Graphic Printed Interior - constructed of molded bio-foam. Compatible with today's popular brand neck brace

Size: One size fits all (adjustable)

Colors: Black or White

Fly Double Button Holeshot Devices

The double button system, which is an industry first, allows you a choice of settings for different conditions. The upper button is perfect for dry or concrete starts while the lower button is suited for tacky conditions. The double system allows you a choice without changing fork guards. As starting line conditions change throughout the day and from track to track, the FLY Racing Double Button has you covered.

- Large ring groove allows for easy connection, and mud build up is no hassle
- Machined lip ensures base stays in place on fork guard
- Large stainless screws keep button on plastic guard
- Rebuildable design for long lasting performance
- Aluminum pin and stainless steel spring resist rusting for continued smooth action
- Applications to fit all models of MX Bikes





Z-CARBON EX PIPE GUARD

- Carbon head pipe guards.
- Guards available for universal type.
- Universal type exhaust pipe fitting diameter is from 26mm to 50mm.



SIXSIXONE DEFENDER 2.5 CAMBER CHEST PROTECTOR

High-impact Lexan® chest, back, and shoulder panels

- Removable arm guards
- Hinged back panel
- Pee wee through adult sizing

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Can't find the right sprocket for your bike?

Want something a little more special? If you don't see what you want in our regular range, then this section is for you!

- We can do a special colour: Red, Blue, Black, Gold or Silver colour
- We can do different teeth: Any tooth count from 36 to 70
- Do you have custom wheels? Do you need a unique hub or drilling pattern? WE CAN DO THAT!









SHOEI VFX-W// DISSENT TC-2

With so many helmet options available to the motocross and off-road riding and racing communities, SHOEI takes great pride in the fact that more top riders prefer the groundbreaking VFX-W over all others. The absolute pinnacle of off-road helmets, the VFX-W is the result of countless hours of conceptualization, R&D, and testing with the most hard-nosed critics of all, our professional racing team. With top pros like Kevin Windham, Josh Grant, Josh Strang, and Destry Abbott leading the charge, the VFX-W is drenched in state-of-the-art features, and absolutely no stone was left unturned during its development. If you're looking for a new lid to hit the track or trail, look no further.





SCOTT SPORTS MX GOGGLES TYRANT

The all-new Tyrant goggle is masterfully designed to unleash performance all over your face. SCOTT's new Fit System puts you in command of unparalleled adjustability and fit control. The Tyrant also features a WORKS Lexan[®] lens, NoFog[™] lens treatment, and the RAM ventilation system to maintain visibility in the harshest conditions. As one of SCOTT's most advanced high-performance goggles, the Tyrant performs like a cracked can of whoop-ass. www.micasport.com



SCOTT SPORTS MX GOGGLES

The newly re-designed Recoil Xi Pro based on the world's #1 selling goggle over the past 30 years - the 89xi, 87 and 83 series frame goggles. Scott Sports has updated the look and feel of the Recoil yet still allowing the rider to use all 80s series lenses in the new frame! **www.micasport.com**







LIQUID IMAGE ANNOUNCES THE EGO - A MOUNTABLE MINI SPORT CAMERA WITH WI-FI

Liquid Image announces the EGO, a mini sized mountable Full HD Video Sport Camera with Wi-Fi capabilities. The mountable EGO will be able to capture video or photos of an athlete as well as hard-to-capture images and videos from mounts on cars, bikes, motorcycles, surfboards, etc. It is also Wi-Fi enabled for real-time viewing and playback to smart phones, tablets, or computers.

LIQUID IMAGE UNVEILS THE TORQUE HD OFFROAD GOGGLE FEATURES VIDEO, WI-FI & GPS

This new, streamlined Video Off-road Goggle contains a 136 degree wide angle lens with Line of Sight™ video capture to record all the off-road action — Motorcycle, MX, Mountain Biking, ATV, UTV, and Jet Skiing. The hands free unit is GPS and Wi-Fi enabled for real-time viewing and playback to smart phones, tablets, or computers. No external Wi-Fi attachments are required for wireless transmission. Videos and images can be GPS tagged to work with mapping websites and Geo-location. www.dlperform.com



MXP - NEW ERA HAT

Full back, Fitted, Cotton Polly blend, Embossed MXP logo's, 3 unique colour ways. www.mxpmag.com www.neweracap.com

AMATEUR SPOLTIGHT

Kobi Cox



Meet Ontario's Kobi Cox. Kobi has been racing the Ontario scene for a couple of years now. One place you can always find Kobi is near the front of his class. Well spoken and plain fast, Kobi is moving up to the bigger bikes and at the same time coming off an injury that may have sidelined a lot of racers. Kobi seems stronger, confident and ready for 2012. We caught up to Kobi at **Gopher Dunes' season** opener for a quick one on one.

MXP: Okay young man, tell all the readers who you are!

KC: My name is Kobi David Robert Cox and I am nine years old!

MXP: Very good. For all your classmates, what school do you go to? What is your favourite subject? KC: I go to Walsh Public School. My favourite subject is Gym.

MXP: Gym is the favourite subject of every nine year old. Let's talk motocross and about last season.

KC: Well, last year I did pretty well. I got 4th last year in the 50cc class at the Trans Can in Walton, and 13th in the 65cc 7-9 class. It was pretty good because there is always lots of fast kids and really good competition there.

MXP: Very good. So now in 2012 you are riding the 65cc bike and now I see an 85cc bike. Today was your first race here at Gopher Dunes on the 85cc. Talk about how the transition to the bigger bikes is going for you. **KC**: It went pretty good today. The big track is so tough. The track is really rough and it was pretty hard for me. The 85cc has a lot more power. Jumping up and riding a lot of the big tracks is a pretty big change for me. I think the biggest thing is the power difference and size. I went from being big on my 50cc to being small on my 85.

MXP: Gopher Dunes is a tough track for that first race. For someone who is not from Ontario or Canada, try to describe the track to them.

KC: Hmmmm. It is just all sand, deep sand. It's really rough coming into corners with braking bumps, and it just seems there are huge ruts and bumps everywhere. It is called the roughest track in Canada for a good reason.

MXP: How did you get into motocross Kobi?

KC: When my Dad was younger, he raced. He broke his collarbone racing and decided to quit. When I was born, he got me into bikes. I started racing when I was 5 years old.

MXP: I know you can relate to injuries. You had a bad one last fall, but you seem to have come back stronger. Talk about the injury and your secret to coming back from it.

KC: Yes, last October I broke my right femur when my bike cart wheeled off a step-up at a local practice track. I had surgery to put two pins in my leg. I had to use a wheelchair for a bit, which was a bit hard at school, plus I had a few falls on my crutches. I did rehab, which was tough at first but once I got into the gym it was a lot of fun. It took about four months to get back fully to where I was. I was back riding by March. I am determined to do my best and go fast. My Dad has really helped me get up to speed and he is always there for me. I feel really strong now and I can't wait to see what I can do this year.

65cc class is going to be your primary class. I am sure that is where you want to do well this season. Talk about what you are doing and your goals.

KC: Yeah for sure. I think I can do well in the 65cc class. I would like to be a top 3 rider at the nationals. I am going to work hard to achieve that goal.

Walton is important. It is a long week with a lot of good riders. There is a lot

of fun stuff that goes on at night there

too, so that is a big goal of mine to do

well there.

MXP: Back to this season Kobi. The

MXP: Even though you are a young man, what do you do during the week between races?

KC: Pretty normal things, nothing really special. I have a track at my

house so I am lucky that I can ride on it a lot. My Dad doesn't really like me riding my 65cc or 85cc too much so I ride my pit bike a lot. It is pretty good to ride, and I can learn a lot on it too. My Dad doesn't make me do a lot of the maintenance, but I help out and do things like filters and help wash the bikes; little stuff to help Dad.

MXP: Any special training or other plans?

KC: Oh yeah. This year we are going to try to qualify for the Loretta Lynn National. That is a huge race. I am training with Jay Thompson. He is a lot of fun and a really good trainer. I don't get to train with Cole too much because he is usually away or spends time on the supercross track. I am not allowed on it yet. Jay is pretty strict when it comes to training. When you don't put your foot out in a corner or use good technique, he makes you do it like ten times over. Another time, I was sitting too far back on the bike and he put a water bottle on the front of my seat to make me move forward!

MXP: I see these bikes with stickers on them. Who are some of your sponsors you would like to thank?
KC: I don't have a lot of sponsors but the ones I do have are great!
Bearfoot Racing, Gopher Dunes, Ward Motorsports and of course Mom and Dad all help me.

MXP: What would you tell someone who was thinking about racing motocross?

KC: Motocross is a ton of fun. You will love the sport, and I love it.



THINGS ARE TOO GOOD TO BE TRUE









AMATEUR SPOLTIGHT

Shelby Turner



In 2010, Shelby Turner surprised a lot of people by taking the 2010 CMRC Women's Western Motocross Championship ahead of favourite and eventual 2011 Champion Denaye Giroux. It wasn't long after her Championships when Shelby suffered a serious internal injury and was sidelined for 2011. The active high school student is healthy in 2012 and will without question be a contender when the gate drops for round one in Kamloops. Between preparing for her prom, curling and the all the other things going on in Shelby's life, she had time to catch up with MXP for a quick interview. Keep your eye on this one in 2012!

MXP: Hi Shelby! What have you been up to?

ST: I am really busy with school and things going on around school. I just finished my high school basketball season and school curling a few weeks ago, which we took bronze at the High School Provincial Championships! Also the high school prom is taking up a lot of my time. My dancing has improved a lot!

MXP: High School Curling! Nice, you don't hear a lot of motocrossers list curling as something they do. We love it here. Do you have any ambition to pursue curling?

ST: I doubt it. I do it for the fun of it and to keep me busy in the winter time. My whole family does it with me. We all play on a mix team together.

MXP: Talk about last year, the injury and disappointment of not being able to defend the number one.

ST: It was really tough to just watch. I so badly wanted to jump on my bike and ride mainly because I never really felt hurt, I always felt pretty good. I had internal injuries, so it wasn't like a broken leg with a cast on it. I just had to keep reminding myself that there is always next year. Not being able to defend two titles really sucked, especially as I was there at the races and had to watch. But I enjoyed watching my brother do well.

MXP: What is the plan for 2012? Where do you think you are going to stand against the girls?

ST: The plan is to do the all the races I did in 2010 - mostly Alberta events. The Western Women's Motocross Nationals and Canadian Enduro Championships are two series I am focusing on. I hope I will still be in the top 3. I feel my speed is there. I am also heading to Vegas to race in the Endurocross in May, which I hope to qualify in to get a spot for the X Games.

MXP: Two-stroke or four-stroke?

ST: Definitely two-stroke! A KTM150 SX for motocross and a KTM 200 XC-W for off-road. I love the two-strokes.

MXP: What is it that you love about the two-stroke bikes?

ST: They're much lighter, which is always a bonus for light weight women like myself, they sound way cooler, and I like the power of a two-stroke. They are fun.

MXP: Talk a little about your Cross Country/Enduro racing. How do you feel it helps you as a rider?

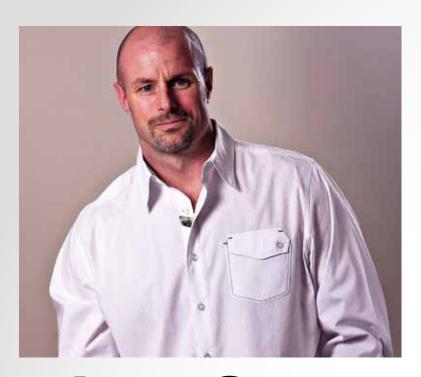
ST: I think it gives me more strength, and helps with my balance. I think by doing both they give me skills to pull from in times of need. I can basically race in any condition and I love mud! It mentally trains you to be strong, as you only have yourself to depend on out in the woods. This I know as I rode my bike out last year when I lacerated my liver. I also know my bike and can fix it!

MXP: A lot of women racers do not race competitive Enduro or Endurocross. You must be really excited for the X Games Qualifiers? ST: I am! It is something new that I haven't really done a lot of and I am really excited to rip it up. I enjoy trying new things, and I think this is going to be an awesome challenge.

MXP: Thanks Shelby for doing this, and good luck this season. Would you like to thank all of your supporters?

ST: Thanks for the call! Yes, I am really fortunate to have a lot of great sponsors. KTM Canada, Lethbridge KTM, Kermaxx, and RMR Fox Racing Suspensions are just a few of the awesome companies that are behind me. I have to thank my parents and supporters here in Alberta, and I am really looking forward to this year. If people want to follow me, they can follow my twitter @Shelby50Turner or look me up on Facebook!





High Octane Human Performance

By Craig Stevenson B.P.E. (Hon)

Improve your performance.

Now that the CMRC season is in full swing and the racing is really heating up, it's time to learn how to manipulate carbohydrates in your diet so you can quickly get a wheel up on your competition. "Carbs" are a primary fuel for your body because they are easily converted to energy by two energy producing physiological pathways: 1) Anaerobic Glycolysis and 2) Aerobic. Anaerobic Glycolysis is simply a term that physiologists use to describe the processing of carbohydrates to energy when oxygen is not present. The Aerobic energy pathway can convert carbohydrates (and other food sources like protein and fats) into energy with the help of oxygen. This is important to understand because when you're on the bike, your body is actually using more than one energy system... and fuel source. Your body will be utilizing two different anaerobic energy systems (no oxygen present) as well as your aerobic energy system (oxygen present). Choosing the correct types of carbohydrates as well as the correct timing of when to eat them is critical for maximum performance.

Say Goodbye to Traditional Carb Loading

Carb loading is an age-old technique used by athletes to top up their carbohydrate stores before a big practice session or race. Proper super-compensation of carbs can increase the carbohydrate stores in your muscles fairly dramatically... but at what cost? To answer this question, we need to first look at the common processes for carbohydrate loading.

Process 1: 3 Day Depletion, 3 Day Load

In this process, the athlete is preparing for an event a full week in advance. For the first three days, the athlete is trading carbohydrates for more protein and fats in the diet. Many athletes go down to as low as 15-20% of their calories from carbohydrates. This forces the body to deplete the carb stores it has in the muscle and somewhat in the liver. After three days have passed in this environment, your body is essentially ready to over-compensate and store more carbs in the form of glycogen (glucose + water). For the next three days, a diet with ~70% of the calories coming from carbohydrates is eaten \Longrightarrow



High Octane Human Performance

Knowing when to eat carbohydrates can be the difference of being on the podium or watching from the sidelines.



allowing your body to super-compensate as much as 700-800 extra grams of glucose (depending on the athlete's lean muscle mass). Since one gram of glucose attracts about 2.7g of water, athletes can see weight increases of 5.7 lbs. to 6.5 lbs. That's a lot of weight to carry around on a motocross bike.

Process 2: 6 Day Taper/Load

In this process the athlete is tapering off their training, focusing on the next race/event. Carbohydrates are maintained at a below normal percentage of calories around 40% for the first three days. The next three days then sees a jump to 65-70% of calories coming from carbohydrates as the training tapers off, allowing more carbs to be stored in the muscle as glycogen. This will again result in significant, unnecessary weight gain.

The Nasty Consequences of Traditional Carb Loading

It's easy to see that carb loading can really change the amount of weight you're carrying around on race day. Becoming supercompensated with carbs and water can also produce some other catastrophic events to happen. Carb loading is one of the main reasons why motocross athletes get arm pump. The muscle in the forearm get so over-compensated with glycogen that when they're used during practice or a race it changes the mechanics of the muscles causing them to contract very inefficiently. This destroys fine motor movements that are needed to hold on as well as pull in clutch and brake levers, etc. A short-term accumulation of glycogen will also trigger your body to use it more readily, which will alter blood sugar levels. Eating the traditional pasta meal 3-5 hours before racing/ training will literally set off a cascade of events that can backfire on you. When you ingest this meal, the hormone insulin is secreted to help the body in the process of storing the carbs. Insulin is the hormone that helps to remove carbs from the blood stream and shuttle them

into storage. When this happens, the end result is low blood sugar. Low blood sugar brings on the feeling of being tired and unfocused... exactly what you don't want heading into a major training session or race!

Reverse Compensation LoadingTM - ACTIONETIX's Approach to Performance

So you've just finished a full day of racing or hard training and your body's carbohydrate levels are at their lowest point. Your muscles are also damaged from the constant pounding and they need to recover quickly during this critical window of time.

For 60 minutes after your training or racing is finished, your body is absolutely primed to super-compensate carbohydrate stores. In simple terms, it is ready to carb load with maximum efficiency and effectiveness starting with the post race/training meal. To maximize your recovery, this first meal should consist of anywhere between 50 and 70g of carbohydrates with 3-6g of Branched Chain Amino Acids (BCAAs), which are easily found at stores like GNC. A very simple way to accomplish this is to mix the BCAA powder with the original Gatorade®. This will immediately prime your muscles for maximum recovery. For the three days following the intense race or training session, you should be consuming approximately 65% of your calories from carbohydrates. This will continue carbohydrate compensation and give you energy to train during the week. The final three days before racing again you should have your carbohydrates at approximately 50% of your calories in your diet. This will set you up to have exceptional energy, full muscular recovery, decrease risk/severity of arm pump and ideal bodyweight for racing/competing. It's a different approach than the traditional carb loading which can be disastrous, but once you've tried it for two weeks you'll never go

back to your old protocol again.

Reverse Compensation Loading at a Glance – Athlete: 170 lbs.

Sunday

- Race hard all day, immediately followed by 3-6g of BCAA powder with two of original Gatorade.
- Evening meal with 60-80g of carbohydrates and 30-50g of protein (depending on bodyweight).
- · Drink four cups of water.

Monday

- · Increased carbohydrates with every meal.
- Carbohydrates should make up approximately 65% of calories each meal.
- Drink 4 litres of water.

Tuesday

· Same as Monday.

Wednesday

· Same a Monday and Tuesday.

Thursday

- Lower carbohydrates to approximately 50% of your caloric intake.
- Raise lean protein levels to maintain calories.
- · Drink 4 litres of water.

Friday

Same as Thursday.

Saturday

Same as Thursday and Friday.

Motocross is a tough sport; you need every advantage you can get so you can keep the throttle wide open from start to finish. At ACTIONETIX, we challenge the status quo on all traditional theories of nutrition, training and performance supplementation so that you can measure a difference vs. your competition. Try Reverse Compensation Loading for a couple of weeks and you'll quickly become a believer. As always, if you have any questions just shoot me a note at info@action-brands.com or go to ACTIONETIX for more insight on how to quickly improve your performance.



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WORK is King!!!

By Drew Robertson, Photo by Rich Shepherd

ello MXP readers. Thank you all who sent me emails. I have been inundated with emails and appreciate the feedback from my articles found here in Canada's best motocross magazine. I have to congratulate lain Hayden on his 5th CSRA Pro snocross title by winning the championship with a healthy points lead. lain is a great athlete to work with, and his dedication and drive are second to none. lain owns Motopark so when you're there riding this summer, give him a slap on the shoulder and congratulate him on being the first person to win five Pro titles in Canada!! Bob Kiniry has been lighting it up in the AMA Supercross series with an incredible 6th place finish in Houston and is super pumped for this summer's CMRC series aboard his OTSFF/Rockstar Yamaha. Watch for Bob's crowd pleasing smile and his never quit determination to propel his new ride to the front of the pack!

Now what to talk about today? First off we are going to be touching on how to use the rower for training, the importance of testing when training and what we can learn from testing.

Rowing: I'm not talking about rowing your boat or canoe across a lake or down a river, I'm referring to one of my favorite ways of helping my athletes work on their aerobic and anaerobic energy systems. What are the differences between these two energy systems you may ask? Well, your aerobic energy system or aerobic metabolism burns oxygen and produces carbon dioxide as a by-product. The anaerobic energy system kicks in when the aerobic energy system can't keep up with energy demands in the body. At this point the lactate cycle starts and burns stored sugars for fuel. This cycle produces lactic acid as a by-product. I'm sure everyone out there knows what lactic acid feels like. You might not have known what it was but I'm sure that at some point your legs have felt like led or you've had a burning sensation in the muscles. This is lactic acid, and if you aren't used to 'working' at a certain level or you haven't trained properly for your sport, you see the dreaded fade. You might be trying to go as fast as you possibly can but the muscles are sluggish and will no longer do what you 'tell' them. This is why training properly is key; if all you do is long slow runs, rows or bike rides you'll have a great aerobic base but your body won't be able to do the 'work' needed to ride hard for the entire moto. Without a

solid aerobic base your body won't be able to recover from the demands of high intense intervals, so both styles of training are crucial. The rower is a great tool for doing both. I use the Concept2 rower. I have found that you get what you pay for, like most things in life, and the quality and durability of the Concept2 rowers is definitely where it's at!!

How do you use this rowing device to work these energy systems? Here are three workouts from my fellow trainer, Greg Hammond, who works at Concept2:

As I have said before, make sure you warm-up properly before doing any physical activity. Get your Dynamic warm-up in then try these:

Workout 1: 5 x 750 M with a 3 minute rest between each set

Workout 2: 4 x 1000 M with a 3-4 minute rest between each set

Workout 3: 5 x 4 min with 4 min rest between

After each workout, slowly row for 5-10 minutes afterwards to cool down.

When doing these workouts don't just rest, keep rowing but drop your stroke rate off. Let's say during your working set your stroke rate is 28-30; during your rest phase drop down to say a stroke rate of 25 strokes per minute.

One of my biggest reasons for using the Concept2 rower is the monitor which can display wattage. Wattage is king when we are talking about training for Motocross. I mentioned above 'work' and how we measure work. Answer: wattage. The reason I mention this is when you are doing the suggested workouts above, monitor your wattage and try to maintain your output for all of the working sets.

This leads me into the next part of the article - testing. I get my athletes testing every 4-6 weeks depending on where they are at in their overall program, adaptation, pre-competitive, competitive and so on. When using the rower I get the athletes to row 5000M, then 4-6 weeks later we re-test. I record the 500M splits for both and compare those and the

overall time it takes to complete. So let's say on Day 1 you row 5000M in 25 minutes, then four weeks later we re-do the test and you complete it in 20 minutes. All things being equal, you have increased your ability to do work!! Why do I keep track of the 500M splits? On longer rows, like 10,000M, we can pin point exactly when they fall off the pace then tailor their training to overcome that weakness. I mentioned above all things being equal. What I'm referring to here is being rested and hydrated prior to testing, and the damper setting on your rower. For more information on the damper setting, send me an email and I will help guide you through it.

The other important thing we can determine by looking at your 500M splits is your ability to produce power. Remember, power is the combination of strength and speed. If we know right out of the gate that your 500M splits are off, we know that we either need to add some strength or speed, and in some cases a bit of both. We then take care of this in the weight room by adding inverted rows or front squats if we determine that it's your leg strength that we need to work on. We can add some plyometrics like box jumps, clapping push-ups, or med ball throws to help add some quickness.

Make sure to go out and try rowing. Try some of the workouts I mentioned above, but test yourself before you do then give your training four weeks then retest. See if you improved, see if your ability to do work improved because you need to be able to work and work hard when racing moto. You can't pull over for a little break halfway through the moto to catch your breath. Remember, WORK is King!!! Email me and either Greg Hammond or I will be glad to help you get started on the rower. It's important that you know how to row properly. Just like any time you head into the gym, yes we want you working out but we want you doing things properly!!

Hopefully I'll see you all in Nanaimo for the first round of the CMRC Nationals, and like always keep the emails coming and get out and row!!!

"I'll show you how great I am" M. Ali

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April, what a month...

With Marc Travers, Photo by Marc Landry

ot only do we have the start of the new motocross season but we also can delight every year in the NHL playoffs. I know, there are a lot of Motocrossers that do not like team sports, hate the old stick, ball, bat and puck thing, but I'm not sure what there is not to like. The NHL playoffs are, in one word, Amazing! To be honest, the only way it would get any better is if the Leafs and Sabres were in, but that can be a little too stressful. In some cases it is just as good to watch the games for the sake of loving the sport. This year, the hockey has been about as interesting as it can get. I never mind seeing top ranked teams get ousted in the first round. It doesn't always happen but when it does it proves the parity in the league, and I for one applaud parity. Second, for whatever reason, this season seems to be a lot more intense. The speed of play, the hits, the fights, the penalties, and the amount of scoring (in some series) is at 11 (that's one more isn't it?). The general dislike out here between players and coaches is measurable, and to me it makes for better hockey.

It's like icing a team of Rollerballs; complete and utter dislike for the other team's players. Sure, in some cases we have seen a lack of respect, which I would say I do not like. Let's face it, NHL Hockey is a man's game and you better be able to take it, and I mean in spades! I can't say I like my drafted playoff pool team but sometimes a slow start is what happens. Last year my pick 'em squad was in first place after the first round but then I finished last. Who knows? It's a crapshoot, regardless. April is also the start of the MLB season (more bats and balls) and since I love the Blue Jays, and they seem to have a good team this year, the first month is always exciting. Sure the MLB season is long, and a lot of times, after 161 games, the playoff picture is still undecided. At least it is nice to win a few games coming out of spring training. Seriously, do you remember how exciting it was when the Blue Jays were in the playoffs and won the World Series? I look forward to more of those. Just imagine the anarchy when the Leafs win the cup...cats and dogs living together, Colt riding a KTM...wait, Colt is riding a KTM...Oh the humanity!!

Speaking of Spring Training...

The first weekend of the Ontario MX season is in the

books, and with that a lot of the top Pros have made their way back from the sunny south in order to get to work on racing real motos. Not motos that count for anything but motos a rider can use to measure where his or her training is. Riders also use this time to acclimatize to the weather, different track conditions, set-up; really delving into the homework in preparation for the big presentation. We all know what it is like to line up for the first race of the season for most amateurs at the first local race; for the Pros it will be Nanaimo. You knew deep down

Things to keep your eyes on...

There are going to be quite a few changes in the way you watch motocross this summer. A lot of really good ideas have been tossed around trying to change up a template that has been around now for about three years, with a five-year base. There is a fine line between when the look and format of the TV show should be changed, a lot of which has to do with maintaining some type of familiarity in order to make viewers feel comfortable, and also for recognition purposes. People will stop surfing



inside if you were ready or not. Let's hope all of the big guns are ready for Round 1 at the Wastelands.

I'm not sure if we have discussed the schedule change for 2012 but I for one am excited. I think bringing back Edmonton was a great move, sorry to see Shadow Valley gone. The Hoeppners were great people to work with but it did seem like there was a dark cloud hanging over that track the last few years. I am excited about a couple of Saturday races just for a change of pace if for no other reason. I'm sure they will work out. I also like the layout with four on, two off, two on, one off, then three to finish. It makes for a busy production schedule in August but the flow is nice, plus the riders do need a week here and there to rest their bumps and bruises. Bring on the first weekend in June! I'm pumped.

through the channels if they see something that catches their eye, something they remember. We are hoping for a few eve catchers this summer. Changes will include new music, opening titles, interview styles, but still the same great racing package you have come to know and love with the Monster Energy Motocross Nationals. There is no denying that Canadian MX rules when it comes to high energy TV, and for 2012 we will not disappoint. I am personally looking forward to working another season with Fabulous Brian Koster, Greyhound Gauldy, and the big cheese, Stalingus, up in his perch. I hope you come along for the ride. Well, enough said. Get your bike fired up, get out to the track, spin a few laps and enjoy. This is Prime Time baby! Travers OUT!



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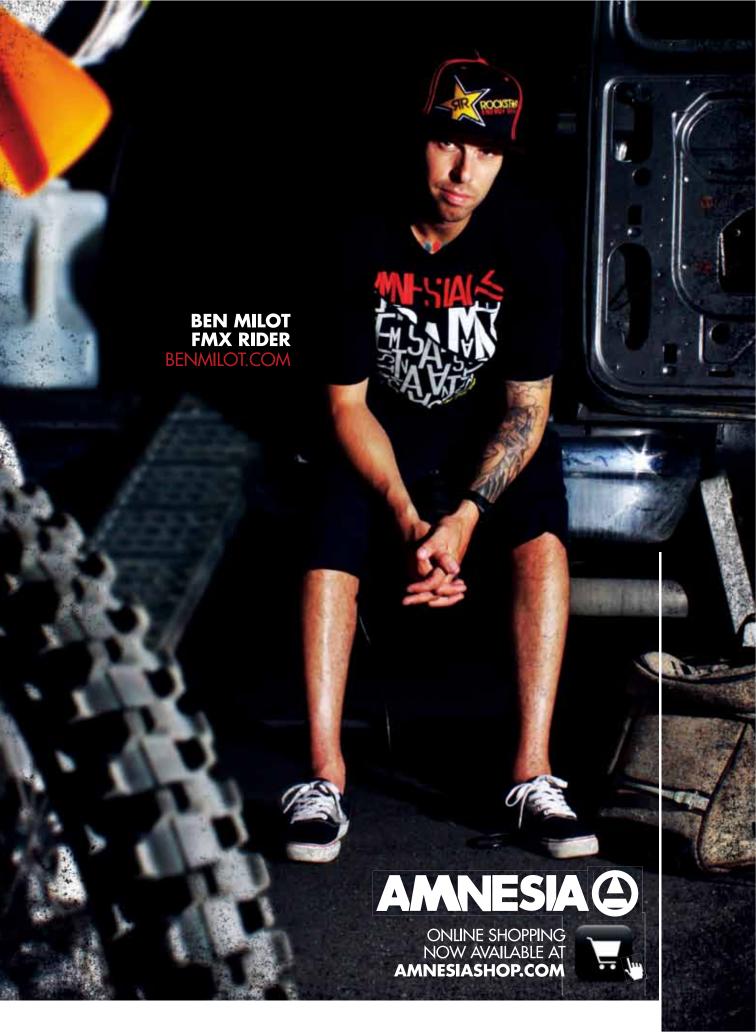


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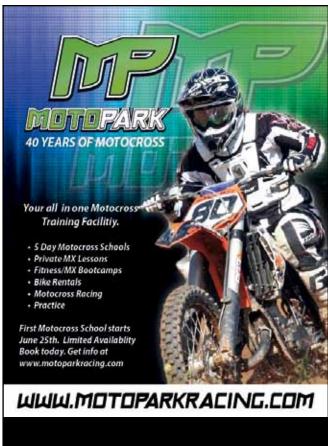




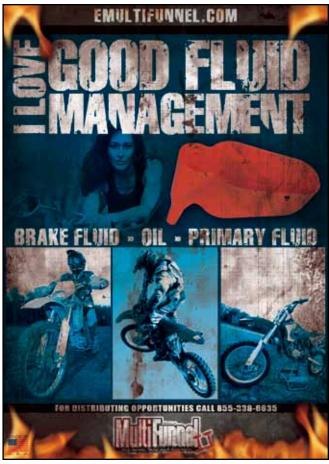






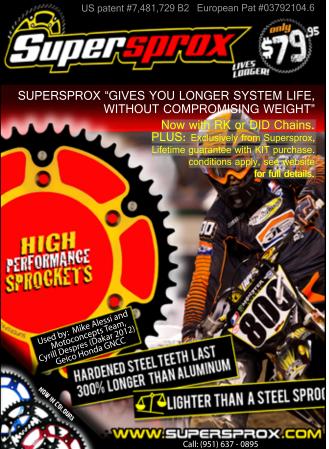








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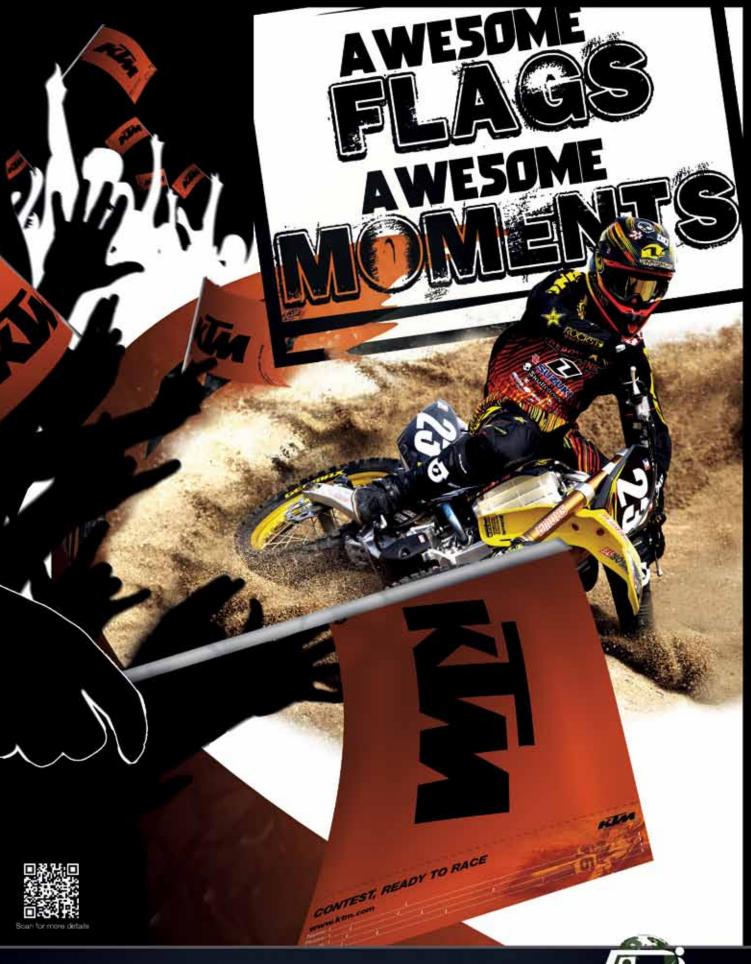
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